

GRAIN DEALERS' JOURNAL

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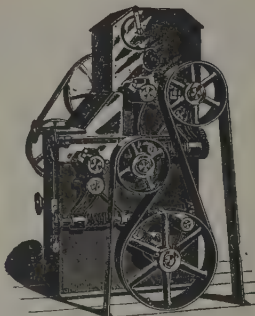


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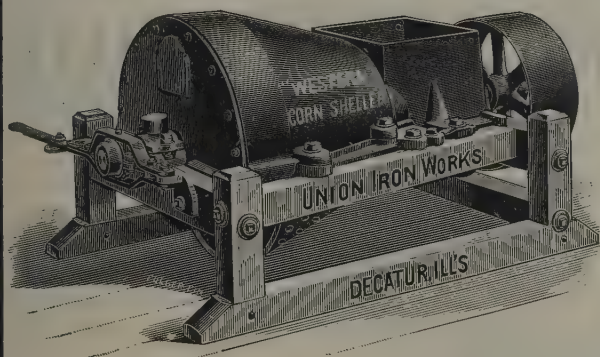


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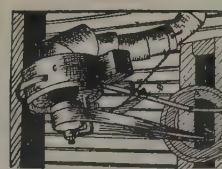
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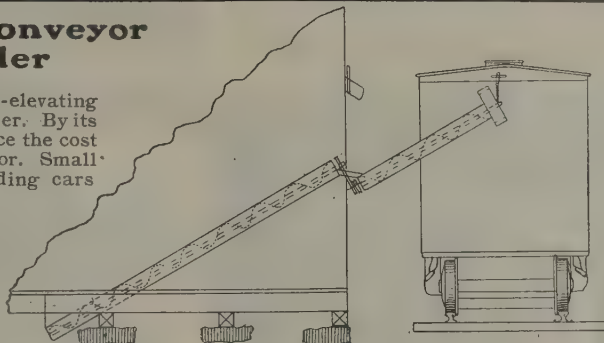
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does away with re-elevating grain. Saves power. By its use you can reduce the cost of your new elevator. Small elevators for loading cars from wagons a specialty.

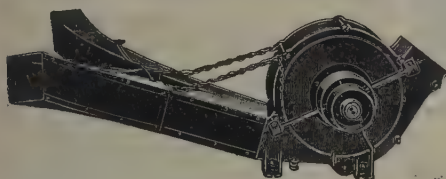
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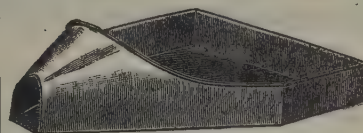
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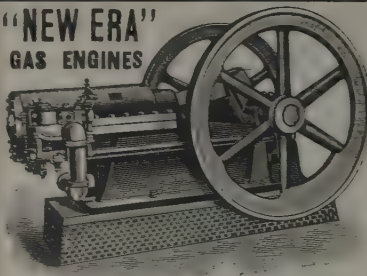
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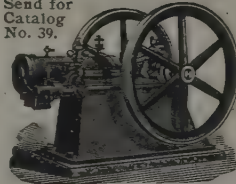


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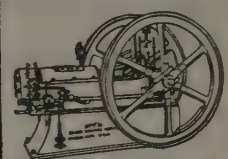
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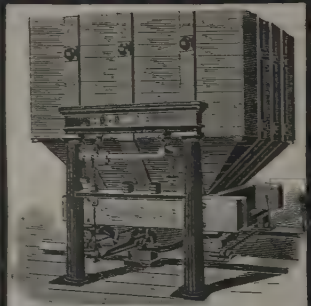
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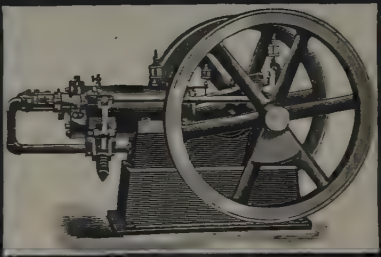


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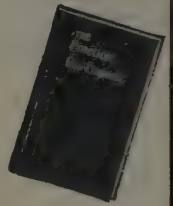


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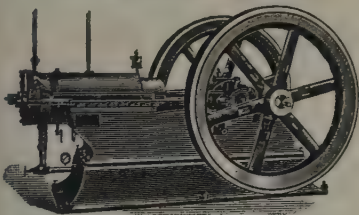
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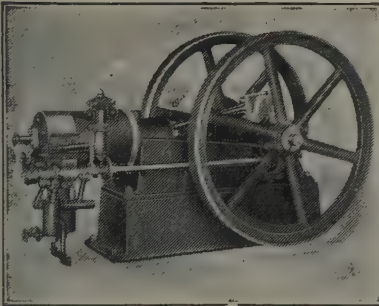
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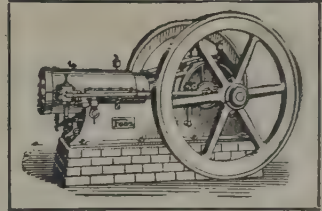
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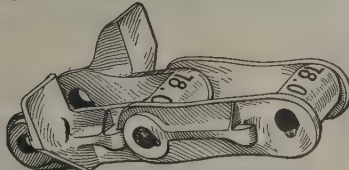
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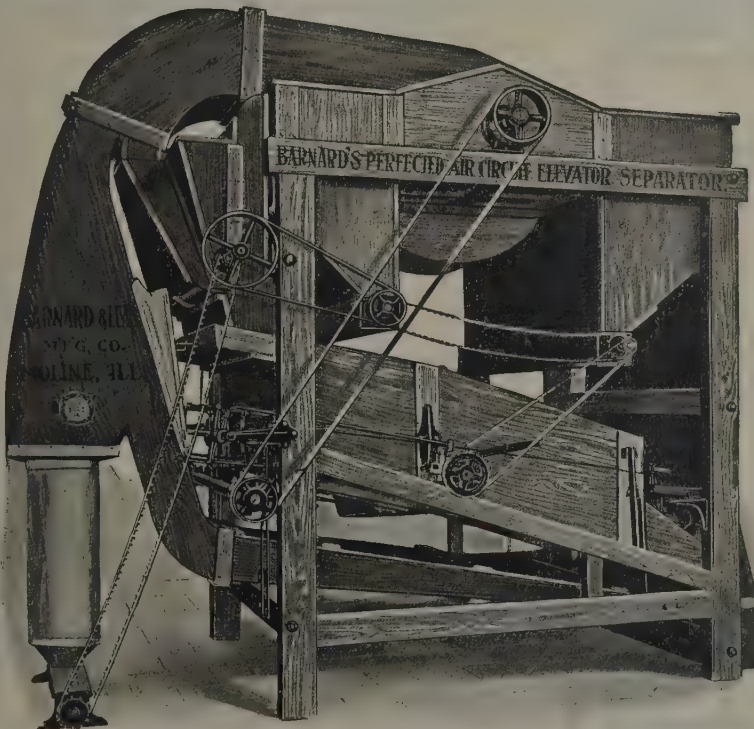
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In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10x15x1/2 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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The tables show the following reductions: (1) OATS at 32 lbs.; (2) OATS at 33 lbs.; (A table reducing oats to bushels of 35 lbs. will be substituted for the 33 lb. table if desired.) (3) BARLEY, HUNGARIAN GRASS SEED and CORN MEAL at 48 lbs.; (4) SHELLED CORN, RYE and FLAXSEED at 56 lbs.; (5) WHEAT, CLOVER SEED, BEANS, PEAS, and POTATOES at 60 lbs.; (6) EAR CORN at 70 lbs.; (7) EAR CORN at 75 lbs.; (8) EAR CORN at 80 lbs.; (9) TIMOTHY SEED at 45 lbs.

The four dockage tables show the dockage on 60 pound Wheat at 1, 2, 3 and 5 pounds dockage.

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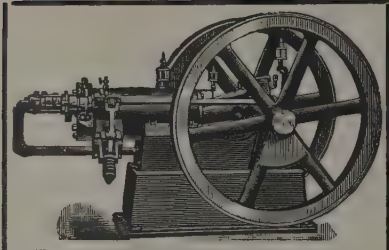
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of Grain Elevators.

Minneapolis, Minn.

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Bushels are shown in red figures and values in black. The price per bushel being given at top of value columns.

It is conveniently arranged and easily understood. Printed on good paper and bound in heavy paper cover. Price 50 cents.

GRAIN DEALERS COMPANY

255 La Salle Street, CHICAGO, ILL.

One Insertion—42 Replies

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Grain Dealers Journal,
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I had forty-two letters from prospective buyers and sold the property last Friday, the 6th.

Yours truly,
J. C. Hall.

GRAIN ELEVATOR SUPPLIES.

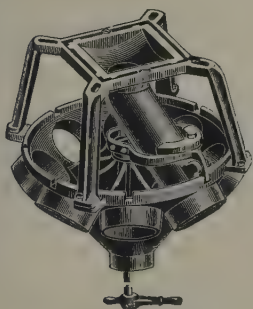
A GRAIN SPOUT

That will load cars without shoveling.
It is worth its weight in gold
It will save you in labor all it costs in less than a month.
Send for Prices to



H. SANDMEYER & CO., Peoria, Ill.

THE HALL SIGNALING DISTRIBUTOR



6-inch, 8 ducts.
NON-MIXING

"Work that's Work" and "Work that's Pleasure" is an every day occurrence. The elevator operator using the ordinary grain distributor has work that's work from the moment the grain begins to move, until it stops; he must be constantly on the alert to prevent trouble—mixing of grain, clogging of spout, filling up of elevator head, etc.

"Work that's Pleasure" is found wherever a Hall Signaling Distributor is used, because it entirely overcomes the troubles referred to. Better let us tell you how?

SENT ON TRIAL
Send for Booklet

HALL DISTRIBUTOR CO.

222 First Nat. Bank Bldg.

OMAHA, NEB.

ELEVATOR SUPPLIES

We can equip your elevator from top to bottom. If you need a gasoline engine, a grain cleaner, scales or anything for your elevator, we have it and can ship promptly. Get our catalog now, then tell us your troubles.

C. D. Holbrook & Co.
MINNEAPOLIS, MINN.

If you put a

GERBER No. 2
Improved Distributing Spout

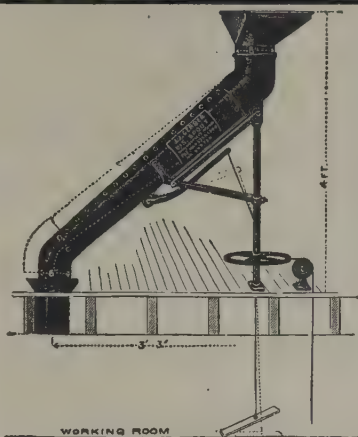
In your elevator you will have no other.

Patented May 15th, 1900; February 18th, 1902.

Mill and Elevator Spouts a Specialty

J. J. GERBER

Minneapolis, Minn.



The Flour City IMPROVED DISTRIBUTING SPOUT

Combines Strength with Simplicity,
Ease of Operation with Certainty of
Adjustment

Making the Flour City the best distributing spout on the market to-day. Write to-day to

POND & HASEY CO.

231 Fifth Ave., So.,
MINNEAPOLIS, MINN

WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

LINK-BELT SUPPLY

HEADQUARTERS

Grain Elevator Machinery
Friction Clutch Pulleys
Manilla Rope Transmission
Power Shovels. Car Pullers

WRITE US.

MINNEAPOLIS, MINN.

Co.

ELEVATORS FOR SALE.

UP-TO-DATE elevators in choice locations. W. A. Thompson, Attica, Ind.

FOR SALE.—\$6,000 will buy good elevator on Wabash; handling 250,000 annually. T. C. Grady, Maroa, Ill.

ELEVATOR AND FEED MILL for sale. Good location, only mill in town. Address Box 31, Bentley, Kans.

ELEVATOR for sale in Western Iowa, large territory; snap for cash buyers. Address, Taylor & Emmons, Stuart, Ia.

ELEVATOR and feed business for sale. Only elevator in town. All cash not necessary. A. Herrig, Wall Lake, Ia.

ELEVATORS FOR SALE in Illinois, Indiana, Ohio, Iowa and other states. Write for list. Aaron Smick, Decatur, Ill.

GOOD ELEVATOR in Central Illinois at very reasonable price, if sold soon. Address Horn Box 5, Grain Dealers Journal, Chicago, Ill.

I WILL sell my elevator, feed mill and lumber yard at Bryant, Ia.; doing a good business in all lines. N. J. Millhaem, Miles, Iowa.

SMALL ELEVATOR in good farming country. Crop good. Splendid feed, coal and tile trade. Address, Lock Box 114, Westport, Ind.

ELEVATOR FOR SALE. Capacity 10,000 bushels, located at West Concord, Minn. Good crops. Address C. W. Fairbank, West Concord, Minn.

INDIANA ELEVATOR for sale. Good territory; no competition; crop good. Address, A. & S. Box 12, Grain Dealers Journal, Chicago, Ill.

SMALL ELEVATOR and coal business in Indiana, good country, doing a good business and in good repair. Address, Lock Box 98 Sulphur Springs, Ind.

FOR SALE—Best paying elevator. Fruit and potato business in a northern Michigan county seat. Address H. E. S., Box 7, Grain Dealers Journal, Chicago.

TWO MODERN ELEVATORS in good repair in northern Indiana doing good business for sale cheap, if sold at once. Address Elk, Box 4, Grain Dealers Journal, Chicago, Ill.

TWO WELL located Kansas elevators, arranged for shelling, cleaning, sacking, mixing, etc., in transit. Will consider some cash, balance long time. Address Eagle, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR for sale. Located on I. C. R. R., in northwestern Iowa; bumper crop, oats, barley and corn. Good coal business in connection. Address Bumper, Box 4, Grain Dealers Journal, Chicago, Ill.

WISCONSIN 25,000 bushel elevator, with machinery for handling grain and making feed; a large established business. Best recommendations. Address Wisconsin, Box 6, care Grain Dealers Journal, Chicago, Ill.

CLEANING AND HANDLING ELEVATOR for sale or lease. Advantageously located. Modern equipment. Satisfactory terms to proper parties. A snap for somebody. Write us for particulars. Hanna & Leonard, Galveston, Tex.

ELEVATORS FOR SALE.

ELEVATOR, seed, feed, coal and hay business at one of the best stations in the "Arkansas Valley" for sale. Good crops and a sure money maker. Owner has to sell on account of his health. If you mean business, address J. A. Kyle, Granada, Colo.

ELEVATOR FOR SALE in southwestern Ohio. 8,000 bushels capacity, two cleaners, sheller, hopper scales, feed mill, gasoline engine, feed, coal, paints, farming implements, buggies, etc. Address, R. Box 3, Grain Dealers Journal, Chicago, Ill.

NEW, UP-TO-DATE elevator in best grain district in Northern Indiana. Capacity, 35,000 bu. Flour, feed and coal business in connection. Doing splendid business. Net profits will pay for entire plant in less than three years. Address Box 15, Argos, Ind.

ELEVATOR, 15,000-bu. capacity, for sale, with corn sheller and warehouses to store 50,000 bu. of grain; good wholesale and retail trade; in good black land country; with good corn crop now made; same will begin to move by September 15th. Address, O. H. Black, Leonard, Texas.

ONLY elevator in southern Ohio town, in extensive corn and wheat valley. Storage 40,000 bu.; modern equipment; built three years. Exclusive coal trade. A fine money maker; owner has not time to give it attention. Price \$6,500, part cash. Address Morgan, Box 9, care Grain Dealers Journal, Chicago.

STINSON, MORRISON & CO. have four grain warehouses located on the Frisco Railroad in one of the best grain sections in Okla. Handled 165,000 bu. of wheat and oats last season; houses were built last season. Will sell all for \$2,000, one-third down, balance without interest till harvest and time on balance at reasonable interest. Address E. A. Stinson, Guthrie, Okla.

ILLINOIS ELEVATOR on I. C. road in McLean Co., for sale. Capacity 25,000 bus., two dumps, two 6x12 elevators, hopper scales and Boss loader. Gasoline power; well; fine office; everything first-class. Big territory; good business; competition and margins O. K. A money maker. Books open and reasons for selling. Price, \$6,500, for quick terms. Address Box 5, Milmine, Ill.

ONLY ELEVATOR in good live town, well equipped, centrally located. Scales, dumps, feed mill, wheat cleaner, seed cleaner; big retail trade. Handles from 70 to 100 cars; capacity, 15,000; good oats; fine prospect for corn and clover seed. On account of sickness this elevator will be offered for one-half its value. Address G. L. O., Box 4, Grain Dealers Journal, Chicago, Ill.

TWO INDIANA ELEVATORS for sale. As good locations for wheat, corn and oats as there are in the state. No competition. In an average year these plants will each handle about 100,000 bus. of grain, 500 tons of coal and 25 cars tile. Other lines could be added. For sale at less than they are worth. Best of reasons for selling, and must be sold soon. Address, S. T. W., Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

GOOD ELEVATOR and coal business for sale in southwestern Iowa. Good corn, oats and grass seed country. Good building (modern equipments), office scales, coal sheds, and corn cribs; all on the right of way of the C., B. & Q. R. R., excepting the cribs, which are on individual land. Possession given immediately. Address Successor, Box 4, Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS FOR SALE. Big bargain if sold quick. Six miles apart in best grain country northern Indiana, practically control grain business 77 square miles; no competition; good coal trade; hay and wool; capacity, 20,000 and 10,000 bushels; two dumps, feed grinders, gasoline engines; all in good condition. Best reasons for selling. If not sold in 30 days, not for sale. Address Sorb, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—Located at Vinton, Ia.; capacity, 15,000 bus.; handle from 250,000 to 300,000 bus. annually of corn, oats and barley. Elevator is equipped with corn sheller, feed grinder and cleaner; power is furnished with a 15 h. p. electric motor. Reasons for selling, sickness, as the owner has not been at the elevator for one year. Good competition; large coal business; also handle about 150 cars annually. Price, \$5,000. Can give possession at once. For full particulars write E. F. Cazalet, Vinton, Ia.

IOWA ELEVATORS for sale—To close up a partnership, we offer two cribbed elevators for sale in northwestern Iowa; doing a good business and with a fine coal, flour and feed trade in connection. One elevator has over 30,000 bus. capacity, is nearly new and well equipped with 12-horse power gasoline engine, hopper scales and necessary machinery. Other has 20,000 bus. capacity and is equipped with 10-horse power gasoline engine, feed grinder and machinery. Address Grainmen, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR RENT.

STEEL STORAGE TANK, 55,000 bu. capacity, to lease, with track, track scale and elevator privileges. Address, T. G. White, Cedar Rapids, Ia.

MISCELLANEOUS.

LIST YOUR ELEVATORS and mills for sale with me. Have cash buyers. Aaron Smick, Decatur, Ill.

WE would like information regarding buyers of speltz, and would be glad to have them write us. Westbrook-Gibbons Grain Co., Omaha, Neb.

OPPORTUNITY for a good miller with some capital. A prosperous city in southwest with population of from 25,000 to 30,000; has about seven railroads with more coming. Only one flour mill in city or within radius of fifty miles. Writer is in feed business there and can place 60 per cent of the stock and thinks Commercial Club will donate site, or \$1,000 to \$2,000. A splendid opening. Address Lock Box Grain 148, Ft. Smith, Ark.

ELEVATORS WANTED.

ELEVATOR WANTED.—Address K, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED ELEVATORS in exchange for farm lands in Illinois, Iowa and Minnesota. Aaron Smick, Decatur, Ill.

WANTED, one or two elevators doing good business. Address, H. J., Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED TO BUY an elevator in Northwest Iowa, Minnesota or the Eastern Dakotas. Address Lock Box 17, Inwood, Ia.

GOOD ELTR. wanted in exc. for a section of fine stock and grain land in southern North Dakota. Union County Investment Co., Elk Point, S. D.

UP-TO-DATE ELEVATOR doing paying business wanted. Give full particulars as to business, property and side lines. E. L. Gillham, Wanda, Ill.

ELEVATOR WANTED in corn belt of Indiana in exchange for 320 acres of fine black loam farming land in South Dakota at \$15.00 per acre. Address Diana, Box 4, Grain Dealers Journal, Chicago, Ill.

LOCATIONS FOR ELEVATORS

GOOD PLACE for grain elevator at Driscoll, N. D. Write Hallum & Olsen, Minneapolis, Minn.

GOOD ELEVATOR SITES

Address B. THOMAS, Pres.
The Belt Ry. of Chicago
Room 13 Dearborn Station CHICAGO

NOTE THESE OPPORTUNITIES!

A good town in Eastern Kansas, in a fine wheat growing section, will give a free site and generous bonus to secure an up-to-date flour mill.

A valuable water power, in a first-class wheat section of Missouri, is available for the location of a flour mill of from 1,000 to 3,000 barrels daily capacity. Very cheap power can be produced. Many other excellent openings and valuable opportunities exist along the lines of the



Full particulars regarding the above locations and many others will be cheerfully furnished. Send for a copy of handbook entitled "Opportunities."

M. SCHULTER
INDUSTRIAL COMMISSIONER
Frisco Building ST. LOUIS, MO.

The Value

of an "ad" is not measured by what it costs, but by what it pays the advertiser.

MILLS FOR SALE.

FULL outfit of machinery of 50-bbl. roller mill for sale. C. J. Kreisel, Olmitz, Kans.

\$13,000 buys up-to-date mill; worth \$32,000. Address 302 Germania Bldg., Milwaukee, Wis.

FOR SALE—A controlling interest or the entire 125 bbl. up-to-date flour mill. Bentley & Bentley, Augusta, Okla.

FLOUR MILL, 50 bbl. capacity, for sale. Modern equipment. Address Bridgeport Mill & Elevator Co., Bridgeport, Texas.

FOR SALE—150-bbl. flour mill, elevator adjoining, combined capacity, 60,000 bu. Good wheat country in Indiana; also mills in other states. Aaron Smick, Decatur, Ill.

A 75-BBL. roller flour mill, with equipment for corn meal, feed and buckwheat flour, for sale. All running and doing good work. Address, H. L. Weatherford, Unionville, Mo.

AN OATMEAL MILL with all the latest improved machinery, capacity 150 bbls., for sale or exchange for improved farm property. Address, Best, Box 2, Grain Dealers Journal, Chicago.

PLANSIFTER MILL, 40 bbls. capacity, with corn and feed mill; steam power. Feed business will pay expense of running mill. Will be sold very cheap. Everything up-to-date. I have run it for 35 years and want to quit. Address J. S. Simpson, Knoxville, Ill.

FLOUR MILL AND ELEVATOR to exchange. Located on railroad track at Van Meter, 20 miles west of Des Moines, Iowa. Some steam power; run only two years. Modern plant throughout, 100 bbls. daily capacity. No incumbrance; cost over \$15,000. Will take that price in exchange for improved city property or farm lands. Address Chas. O. Elwood, 143 E. 4th St., St. Paul, Minn.

MODERN FLOURING MILL for sale in one of the best wheat sections of Oklahoma; located on the main line of the A. T. & S. F. R. R. Prospects for crops this year are good. This mill was built 4 years ago; is a four story frame structure, in splendid condition with a capacity of 125 bbls. of flour and 100 bbls. of meal per day; building large enough to increase its capacity to 300 bbls. of flour. Write E. A. STINSON, Guthrie, Okla., for full particulars. It will pay you to investigate this proposition.

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Rollers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL
OF CHICAGO.
COSTS 15 CENTS PER LINE.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SECOND-HAND SCALES in first-condition for sale cheap. Standard Scale & Foundry Co., 22nd & Wyandotte Sts., Kansas City, Mo.

HOOVER Automatic Scale, No. 1, for sale; in good condition; used only a few weeks. Price \$50 f. o. b. Lebanon. Address B. H. Lancaster, Lebanon, Ky.

A RAILROAD TRACK SCALE for sale; 100 tons capacity, 50-foot platform, at a bargain; never been unboxed. Also one 6-ton Monarch scale. Address A. F. Chase & Co., Minneapolis, Minn.

ELEVATOR SCALES—We make a specialty of wagon, portable, platform, dormant, hopper and warehouse scales. Send for our latest catalog of elevator scales. Osgood Scale Co., 305 Central St., Binghamton, N. Y.

FOR SALE—30 sets of 42,000-pound Fairbanks-Morse Compound Beam Hopper Scales, as good as new. Can furnish framing timbers with these scales. Prices on application. Trans-Mississippi Grain Co., 532 Bee Bldg., Omaha, Neb.

SCALES FOR SALE.

1 600-bu. Fairbanks Hopper Scale, compound beam, and levers to bring beam below, \$125.00
1 6-ton Howe Wagon Scale, with 8x22 platform, \$65.00
1 6-ton Fairbanks Wagon Scale, with 7x20 platform, \$55.00
1 4-ton Fairbanks Wagon Scale with 7x14 platform, \$50.00
All of the above are thoroughly refitted. Address, Allen P. Ely & Co., Omaha, Nebr.

MISCELLANEOUS FOR SALE.

SECOND-HAND positive pressure blower, No. 2, P. H. & F. M. Roots Co., all complete for pneumatic grain conveyor, 200 ft. 6 in. grain pipe, 70 ft. 10 in. air pipe and 4 ft. receiver. Capacity, 250 to 400 bu. per hour. Good condition. Ask for our list of second-hand machines, pulleys, etc. Address, Wells-Abbott-Nieman Co., Schuyler, Neb.

SNAP BARGAINS.

500-bu. Fairbanks Hopper Scales, tested and sealed, at \$75.00.

9x18, 9x24 Allis Roller Mills.
14x36 Allis Corliss Engine, with or without Condenser; 60x18 Boiler separate or complete.

Gardner & Worthington Steam Pumps.
10x14 Centrifugal Pump.

Also a full line of Mill Machinery and Supplies. Address, Manufacturer's Supply Co., Minneapolis, Minn.

FAC-SIMILE, RUBBER, BRASS & STEEL STAMPS
RACKS, INK PADS, DATERS & RUBBER TYPE.
GLOBE RUBBER STAMP WORKS,
322 MAIN STREET, FAIRMONT, WEST VA.

ENGINES FOR SALE.

GASOLINE Engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

LARGE WOOLEY automatic gas engine for sale; guaranteed. Address A. G. Schonacker, Indianapolis, Ind.

ONE 16x16 HARRISBURG 4-valve engine, cheap. Used only a short time. Address Hardie-Tynes Mfg. Co., Birmingham, Ala.

GAS AND GASOLINE engines, 4 h. p., \$170.00. Write for discounts. Peerless Gas Engine Co., R. 308, 21 Quincy St., Chicago, Ill.

FOR SALE—One 15 h. p. Vertical gas engine and one 12x24 slide valve engine. Address Walter S. McKinney, 204 Dearborn St., Chicago, Ill.

LEWIS GASOLINE engine, 6 h. p., for sale; good condition; used 4 years; price \$150 here. Varney Mfg. Co., Leavenworth, Kan.

FOR SALE—One 35-h. p. White & Middleton Gasoline Engine, in good condition. John R. Lowrey, 12th & Izard Sts., Omaha, Neb.

GASOLINE ENGINES, stationary, portable and pumping; 1 to 40 h. p. Witte Gas & Gasoline Engine Co., 47 S. Canal St., Chicago.

GASOLINE ENGINES, second-hand, all sizes, styles and makes; rebuilt, made as good as new. Address A. E. Green, Station U, Chicago, Ill.

GASOLINE ENGINE, 10 h. p. Fairbanks in fine running order, for sale cheap. Address F. L. Storms, 1901 Nicollet Ave., Minneapolis, Minn.

FOR SALE—One 8-h.p. Pierce; 1 5-h.p. Webster; 1 25-h.p. Charter; 1 7-h.p. Charter; 2 6-h.p. Fairbanks Upright and one 12-h.p. Otto. C. D. Holbrook & Co., Minneapolis, Minn.

FOR SALE—The following gas and gasoline engines: 60-h. p. Foos; 65-h. p. New Era; 15-h. p. Lambert; 3½-h. p. Des Moines; 2½-h. p. Fairbanks. Backus Gas Engine Co., 22 S. Canal St., Chicago, Ill.

FOR SALE—Gasoline engine, 24 h. p., Van Duzen make; in good condition; used short while. Address John Cripps, Chief Engineer, Union Grain & Hay Co., Elevator A, 6th near Carr Sts., Cincinnati, Ohio.

SECOND-HAND GASOLINE Engines at a bargain. One 9 and one 14 h. p. Otto; one 22 h. p. Foos; one 6, one 15 and one 25 h. p. Fairbanks-Morse; one 10 and one 18 h. p. Lewis; one 30 h. p. Webster. Write A. H. McDonald, 36 W. Randolph St., Chicago.

FOR SALE.

WEBSTER GASOLINE ENGINE, self-contained, 3 h. p., with electric spark and tube\$100.00

WEBSTER GASOLINE ENGINE, vertical, 4½ h. p., with electric spark and tube\$125.00

KANE, 4 h. p., first-class condition, with electric spark.....\$100.00

STICKNEY, 4 h. p., latest improved, complete\$100.00

WEBSTER-LEWIS ENGINE, 5 h. p., first-class condition\$100.00

WITTE GASOLINE ENGINE, 10 h. p., good condition.....\$100.00

Address Allen P. Ely & Co., Omaha, Neb.

MACHINES FOR SALE.

BARNARD & LEAS Cleaner, No. 3, for sale cheap. F. G. Ely, Traders Bldg., Chicago.

STERLING CAR LOADER, in good shape, for sale cheap. Used one year. Brint Robbins, Washburn, Ill.

FOR SALE—One Appleton mill and crusher; 2 Triumph corn shellers. C. D. Holbrook & Co., Minneapolis, Minn.

NO. 1 VICTOR sheller and **No. 1 Cornwall cleaner** for sale; both in perfect condition. Horner Elevator & Mill Co., Lawrenceville, Ill.

FOR SALE—1 No. 2 Marseilles sheller; used one year; 1 100-bushel U. S. hopper scale. Both in good condition. Address, M. J. Lee, Redmon, Ill.

INVINCIBLE SCOURER FOR SALE. Capacity, 20 to 30 bushels per hour; horizontal and almost new. Will sell half price: Address Lock Box 87, Franklin, Ky.

SPECIAL BARGAINS in second-hand machinery. Write for Circular No. 20. We may have what you want or know where to get it. A. S. Garman & Sons, Akron, Ohio.

FOR SALE CHEAP—One 9x18 Case double roller mill, with new Cornwall automatic feeder; one 6x18 Barnard & Leas double roller mill. Address D. E. Neff, Jefferson, Okla.

INVINCIBLE OAT CLIPPER, No. 9, for sale. Capacity 1000 to 1,200 bu. per hour; practically new. Address 1901 Broadway, Cleveland, Ohio.

THREE MONITOR Oat Clippers for sale, capacity 1,000 per hour. Two Pease Separators, capacity 800 bushels per hour. Above in fairly good condition. Milwaukee Elevator Co., Milwaukee, Wis.

TWO NO. 2 CLIPPER MILLS, with the seed and grain sieves which generally go with same, for sale. Used about one week; good as new; \$25 each f. o. b. Toledo. Address W. H. Morehouse & Co., Toledo, Ohio.

FOR SALE—One No. 2 Western Sheller; one No. 2 Western Cleaner with fan; 70 feet 4-ply rubber belting, 13-½ in. wide, with 43-7x13-in. iron buckets attached, iron pulleys for head and boot, capacity 500 bu. per hour. L. P. Allen, Greenfield, Ill.

ONE NEW Sandwich mounted corn sheller and cleaner combined for sale; capacity 3,000 bu. per day. It cleans clean and discharges into car, wagons or sacks, and same with cobs; long drag to draw corn to sheller. Will take less than \$200.00 f. o. b. It cost \$400.00. Address H. C. Tinkham, Latty, Ohio.

ENGINES AND BOILERS.

TUBULAR BOILER, 66x16, with fronts, in good order, for sale at a bargain. F. G. Ely, Traders Bldg., Chicago.

FOR SALE.

A practically new 40 h. p. boiler, a 65 h. p. engine, several engines from 6 h. p. to 12 h. p. with boilers. Scales, grain hoppers and lot of planing mill machinery. Also a fine cabin gasoline launch at half price. Address Gillett & Eaton, Lake City, Minn.

HELP WANTED.

EXPERIENCED WHEAT BUYER wanted with first-class references; one who understands lumber business preferred. Good salary and steady work. Address Lyon Elevator Co., Mandan, N. D.

BOOKKEEPER AND STENOGRAPHER wanted. Must have experience in grain office work. Permanent position and fair wages to the right man. State age and experience. Address James Bell & Son, David City, Neb.

YOUNG MAN WANTED for office assistant who has had some experience in the milling and grain business and who is both stenographer and bookkeeper. Must have good education and write a good hand. Address in own handwriting. Give full particulars in first letter and state salary expected. Wm. Pollock Milling & Elevator Co., Mexico, Mo.

PARTNERS WANTED.

WANTED, a partner with means to be manager of a good, up-to-date planifter system mill, 125-bbls. capacity. Also a good 200-bbl. corn meal system. Address, G. W. Wirt, Tecumseh, Neb.

HAY WANTED.

ALL GRADES HAY, especially clover hay wanted. Write at once. Whitcomb & Root, Cincinnati, Ohio.

HAY and tangled rye straw wanted in any amount; also ear corn, oats and rye. Address Johnson & Son, Goshen, Ind.

HAY WANTED—No. 1 and No. 2 clover hay, also strictly No. 1 and choice timothy. Write us quoting lowest price f. o. b. J. R. Lucas & Co., St. Louis, Mo.

HAY WANTED—We buy hay f. o. b. your track and handle on regular commission of 50c per ton. Write us. National Grain & Hay Co., Indianapolis, Ind.

HAY AND CORN WANTED.—Give us quotations on No. 1 timothy, No. 1 mixed and No. 1 clover hay; also yellow shell corn. Brown & Patterson, Cincinnati, O.

OUR COMMISSION, 50 cents per ton. It will pay you to send for our mkt. report. If you have straw to sell, quote us. E. K. Lemont & Son, 405 Bourse Bldg., Philadelphia, Pa.

WANTED: To contract for hay for the coming season. Will want from seventy-five to one hundred cars, small bales. Shipments to cover 1904 crop. Grades must be standard. Terms arrival drafts, bill lading attached. J. C. Gwinn, Alderson, W. Va.

TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

SITUATIONS WANTED.

EXPERIENCED BOOKKEEPER wants position with good grain firm. Address Box 164, Harris, Iowa.

POSITION WANTED as buyer for some grain firm to run elevator. Seven years experience. Address Lock Box 15, Breda, Iowa.

FIRST-CLASS MAN wants position as manager of elevator; best of references; 16 years experience. Address, A. H. Walls, Ridgefarm, Ill.

SITUATION WANTED as manager of country station. Fifteen years experience. W. D. Foresman, Box 5, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED in Chicago grain office by young man of general office experience. Address Chas. E. Lightfoot, 5508 Emerald Ave., Chicago.

POSITION WANTED as solicitor for grain firm or buyer on track for cash grain house. Best of reference. Address Solicitor Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION as bookkeeper with good firm. Am familiar with grain, coal and lumber trade. Best of reference. Address, L. Z., Box 3, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as elevator foreman by man of several years' experience; perfect mixer and grader of grain; A1 reference. Address Grom Box 5, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of elevator; 15 years experience in grain and seeds; good book-keeper. Can fill any place. References. Address, Fremont, Box F Glendale, Ky.

SITUATION WANTED by young man having general elevator and office experience; best of references as to ability and character. Address Has, Box 4, Grain Dealers Journal, Chicago.

POSITION WANTED in Chicago grain office by a young man; two years experience in office of Reynolds Bros., Toledo, O., to whom I refer. Address W. R. Allman, 2439 Vermont Ave., Toledo, O.

POSITION WANTED by a man of 15 years' experience in grain inspection and elevator management, with reliable firm; good references. Address Edgar, Box 5, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED with grain firm, either on the road or in the office, by young man 21 years old; have had 3 years' experience; good references. Address Worker, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED A POSITION to run elevator; complete charge. Salary or profit sharing plan; latter preferred. Preference, Ohio; 12 years experience. Address, Albert Box 5, Grain Dealers Journal, Chicago, Ill.

A MAN now buying grain at a station wants a position in some town with good church and school privileges. Will take charge of business in corn and oats belt on salary or will buy on joint account. Address Buyer, Box 4, Grain Dealers Journal, Chicago, Ill.

GRAIN FOR SALE.

SPELTZ BUYERS please write Westbrook-Gibbons Grain Co., Omaha, Neb.

WHITE WHEAT for sale. If in need of white wheat write or telegraph Sam Williamson, Salt Lake City, Utah.

SEED WHEAT for sale, recleaned. Varieties:—Michigan Fultz, Improved Fultz, Hybrid Mediterranean, Indiana Prolific. Price:—\$1.30 per bu. f. o. b. Evansville in 10-bag lots; 25c drayage charged in less quantities. Bags free. W. H. Small & Co., Evansville, Ind.

GRAIN WANTED.

CORN WANTED. J. E. Bartlett & Co., Jackson, Mich.

WANTED—No. 2 red, soft wheat. Address, Goshen Milling Co., Goshen, Ind.

OFF-GRADE, light wheat wanted. Mail samples. Address, W. H. Small & Co., Evansville, Ind.

WANTED to buy wheat, corn, oats and hay, Harsh Bros. & Co., Merchants Warehouse, Nashville, Tenn.

BUCKWHEAT WANTED, car or local shipments. Address J. F. Easley Milling Co., Plainwell, Mich.

CAR LOTS of white wheat wanted. Write; send samples and quotations. Jersey Cereal Food Co., Irwin, Pa.

WE solicit your consignments of grain and millfeed. They will have our best care. BURNS BROS., Buffalo, N. Y.

WINTER WHEAT wanted. Quote prices, send samples. Ship Big Four or Pa. R. R., Ansted & Burk Co., Springfield, Ohio.

WANTED, your consignments of flour, grain and hay. Personal attention and prompt service. Address, Bennett, Hawkins & Co., Nashville, Tenn.

GRAIN WANTED—We handle everything in the grain line. Have outlet for off-grades. Send us your consignments and we will guarantee you satisfaction. Address National Grain & Hay Co., Indianapolis, Ind.

SEEDS FOR SALE.

IOWA TIMOTHY SEED for sale, graded. Address The Ottumwa Seed Co., Ottumwa, Ia.

TIMOTHY, CLOVER AND FIELD SEEDS of all kinds; buy or sell. Write us. Ross Seed Co., Louisville, Ky.

DWARF ESSEX RAPE in car lots for sale. Can make very favorable prices delivered your station for through shipment from Europe. When in market ask for prices from the direct importers. Henry Nungesser & Co., Seed Merchants, New York, N. Y.

SEEDS WANTED.

NEW Timothy Seed wanted, car lots. Manitowoc Seed Co., Manitowoc, Wis.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

NEW CROP timothy seed of extra quality wanted. Special prices. Send sample. O. C. Shepard Co., Medina, O.

NEW TIMOTHY SEED and little red clover seed wanted. Send sample and quote. Address J. & J. Leas, West Manchester, Ohio.

GRASS AND FIELD seeds wanted. We are always in the market for all varieties. Address the Wm. S. Gilbreath Seed Co., Indianapolis, Ind.

CLOVER AND TIMOTHY SEED wanted in car lots for export. Send samples to Henry Nungesser & Co., Seed Merchants, New York, N. Y.

WILL BE IN MARKET for car clover, buckwheat and pop corn. Wholesale dealers, garden and field seeds. Address The Ottumwa Seed Co., Ottumwa, Ia.

TIMOTHY, RED AND ALSYKE CLOVER are our specialties. We are always in the market for these goods. L. Teweles & Co., Milwaukee, Wis.

GRASS AND FIELD seeds wanted. Also timothy seed, and clover seed in carlots. Address, Wm. G. Scarlett & Co., 729 East Pratt St., Baltimore, Md.

FIVE CARS of timothy, clover, alsyke, red top and hungarian seed wanted. Mostly official prime grades. Send samples and prices. Shipment Dec. 1904 delivered here. Wm. F. Chick, Bangor, Me.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

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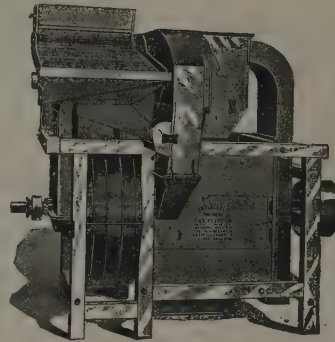
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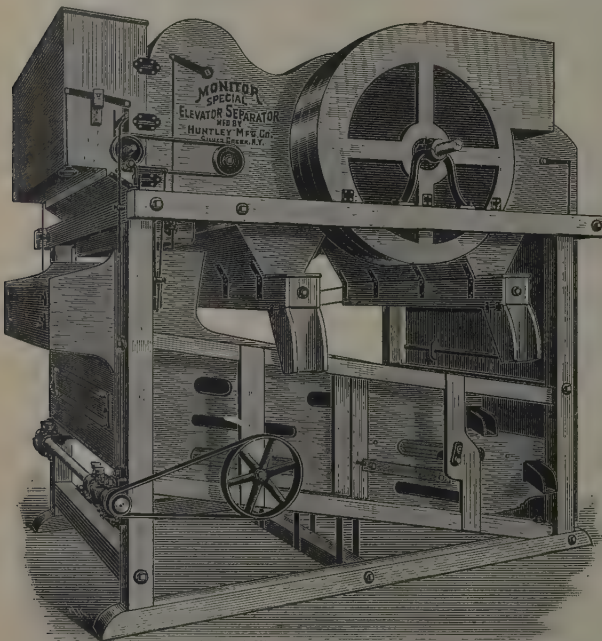
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The MONITOR Special Elevator Separator

makes money because it does better work and more work than others.

90% of the work of this machine is done by the wonderful Monitor Air Separations.

It has perfect screen separations.—It is adaptable to different grains.—Its output is always uniform.

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GRAIN DEALERS JOURNAL

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furnished on application. The advertising
value of the Grain Dealers Journal as a
medium for reaching the grain dealers and
elevator men of the country is unquestioned.
The character and number of advertise-
ments in its columns tell of its worth.

Letters

on subjects of interest to those engaged in
the grain trade, and trade news items are
always welcome.

Entered at Chicago, Ill., Post Office as
Second Class Matter.

CHICAGO, ILL., SEPTEMBER 10, 1904.

REPLIES to queries published in our
"Asked and Answered" column are al-
ways welcomed by ourselves as well as
our readers. Let us hear from you.

CONFINE your dealings in large mar-
kets to members of the organized Ex-
changes and thereby secure fair treatment
and insure the protection of your rights.

A FEDERAL law providing for the
levying of reciprocal demurrage charges
in interstate shipments wud go far toward
giving shippers needed protection from
carriers' greed.

HASTE in charging the receiver who
stands by the regular dealer, with doing
otherwise, fills him with bitterness, and
rightly so. Rumors never justify repeti-
tion until verified by facts.

THE selfish dealer who persistently
seeks to gain little advantages over his
competitors by sharp practices is not loyal
to his assn., but it is better to keep him
in the organization. By association with
fair-minded dealers he may be educated
to rise above such trickery.

PAYERS of freight bills are clearly
entitled to a voice in the enactment of
legislation affecting transportation, but
unless their voices join in shouting for
the same measures, their representatives
in Congress will fail to detect what all
the noise is about. The Interstate Com-
merce Commission can accomplish nothing

until it has power to enforce its orders.
Work for the Quarles-Cooper bill now
pending.

CONCRETE seems to be making rapid
advances in favor of builders of fire-proof
plants and, in a number of places, it is
now being used for large chimneys. The
Missouri Pacific Elevator at Kansas City
will have a concrete chimney and a con-
crete drier house, in addition to its 10
concrete storage bins.

GRAIN buyers, in their eagerness to
secure grain, are already playing into the
hands of sharpers who, dressed as farm-
ers, contract to sell their crop, but demand
a small deposit of cash as earnest money.
It may be all right to contract with stran-
gers to buy grain, but it has seldom been
found profitable to advance money to
these same strangers.

ANOTHER boy has been sacrificed to
the rules of the elevator companies which
permit children playing about the elevator.
(See Minnesota column.) Children have
no right to turn the elevator into a play-
house, and will not if their own safety be
considered. It is time you posted the fol-
lowing sign at each door: "BOYS,
KEEP OUT!"

OVER-DRAFTS have been branded by
a receiver who claims to pay out consid-
erable interest, by reason of them, as a
"cowardly method of borrowing money."
The shipper who wishes to retain the
favor and kind regard of his receiver
studiously avoids the appearance of be-
ing hard pressed for ready cash. When
he draws for only what he believes to be
justly due him he is not open to censure.

SEVERAL sections of the winter wheat
belt are seriously in need of wheat of su-
perior quality, and in one or two cases
the local grain dealers' assn. is making
an effort to supply the farmers with the
needed seed. Oklahoma grain dealers and
millers have undertaken this work and
seem confident that it will be an easy mat-
ter to encourage the farmers of that sec-
tion to increase their wheat acreage this
fall. The soil is in prime condition to
insure wheat a good start before winter
sets in and prices are good.

GRAIN GROWERS in different sec-
tions of the country are reported to be
holding the best of their grain, in hope of
better prices, but to be selling the poorest
as quickly as possible. It is but natural
that the grower should prefer to hold
longer that grain which is less likely to
get out of condition and it is not reason-
able to expect him ever to do otherwise.
About the only way he can ever be won
away from this practice is to establish
such high prices that he will fear to hold
any grain.

THE HAY receivers of Chicago have
decided to discontinue bidding growers

for hay at stations where regular dealers
have established facilities. Many receiv-
ers, out of consideration of their own in-
terests, long since took the same stand.

IN OUR Pittsburg letter, this number,
is a notice of a recent action by the grain
dealers of that city, which serves to em-
phasize the advantage of demanding
official certificates of inspection and
weights when buying or selling grain in
a central market. The shipper who is
alive to his own interests has always in-
sisted on having such certificates.

SEVERAL Indiana firms having ele-
vator facilities on railroad right of way
have recently expressed their doubts as to
being considered regular by members of
the state assn. There seems to be no real
grounds for such misunderstanding. The
assns. have not yet become so narrow as
to consider only their own members
regular. Why such impressions are cir-
culated or continue among members of a
trade which usually are pretty well in-
formed is puzzling. Every grain dealers'
assn., in its published list, gives the names,
generally, of fully as many non-members
as of members, and calls the list "Regular
Dealers." By so doing they have given
the lie to the agitators who persist in cir-
culating erroneous reports to the detri-
ment of the organizations.

LEAKING at grain car doors is not a
thing of the past, but must still be credited
with a large percentage of the shortages
occurring in terminal markets. In our
St. Louis letter this number is given a
condensed report of the condition of grain
laden cars arriving in that market last
month. But 80 per cent of the arrivals
were properly coopered. It seems unrea-
sonable to think that shippers shud con-
tinue their careless coopering of cars in
spite of the persistent and prolonged agi-
tation which has been designed primarily
to encourage them to take greater care in
this matter. Yet the facts prove that they
do so and this, too, in defiance of assured
shortages. Shippers who do not super-
vise the coopering and loading of cars no
doubt will be somewhat surprised by an
occasional inspection of this work, and an
inspection of the condition of the cars as
they arrive in the terminal markets will
also prove time well spent.

THE CRY that commission men must
receive shipments from whoever ships to
them is a cowardly effort to hide behind
so-called law. Every man has the right
and privilege to do business with whom-
soever he chooses so long as he enters into
no agreements which can be considered
in restraint of trade. Receivers who de-
sire to handle the business of scoopers
wud command the respect of many more
regular shippers by frankly stating their
intention than by attempting to dodge be-
hind "law" foreign to the courts.

OATS crop just suits the mixers.

PROSPECTS for another season of hot corn are improving daily. Much of the growing crop never will mature.

WEEVIL have never been known to improve the grading of grain in central markets, yet shippers send in such mixture with perverse perseverance.

DO YOUR scales weigh correctly? Are you sure of it? Every dealer intends to have his scales weigh just right all the time, but few succeed without having them tested frequently.

BUYERS who discriminate sharply against off-grade grain win the respect of the farmers and a larger measure of success. Paying top market prices for all stuff offered encourages shiftless farming and shrinks the balance on the credit side of the ledger.

VENTILATED corn cribs will be needed in many sections this season, but careless dealers can be depended upon to ignore their opportunities as heretofore. The old time box crib is the most expensive obtainable.

REMARKABLE as it may seem, Indiana has one bucket-shop man, who makes a bluff at conducting a cash grain business, and some country shippers who ardently support the trades' organizations and pride themselves on their regularity, sell him grain, his weights and grades, on the strength of an extra eighth.

WRITTEN contracts for the future delivery of grain prevent misunderstandings and reduce losses. Do not be afraid to ask your farmer patrons to sign a written statement of their verbal agreements. If they honestly intend to fulfill the contract they can raise no valid objection to signing. Shud any refuse to sign you can depend upon it they did not intend to deliver the grain.

CONGRESSMEN who have been blocking legislation designed to give the Interstate Commerce Commission power to carry out the work for which it was established are now being somewhat embarrassed by pertinent questions put to them by their dearly beloved constituents. The candidate for Congress always loves his constituents when seeking election and it is much easier to show him the error of his ways at such a time than any other. Voters then are more influential than railroads. The time to interview your Congressman regarding his position on the Quarles-Cooper Bill is now. Convince him that your business interests demand its enactment. Until the Interstate Commerce Commission does have power to enforce its decisions, we must expect discrimination in favor of sections, persons and commodities to continue as heretofore. Write your Congressman today.

THE GANG of Illinois politicians which is studiously engaged in levying

tribute from the grain trade of East St. Louis has inaugurated a new imposition in the vain hope of forcing the shippers to accept the services of their so-called official weighmen. Recently they have taken to arresting the employes of the Merchants Exchange Weighing Bureau, and, naturally, have discommoded the Bureau considerably, without any profit to themselves. It behooves the shippers to the St. Louis market to ignore the East St. Louis politicians and to insist upon having Merchants Exchange weights on every carload. The politicians are interested in the fees. They care nothing whatever about correct weights, improved weighing facilities or well-guarded railway yards. They are leeches who hope to gain a living by what they can suck out of the grain trade. To tolerate them is to encourage other and greater exactions.

IN "Letters from Dealers," this number, reference is made to an agitation recently inaugurated, to charge shippers interest on advances. Some one must stand the interest on the money which the receiver gets from the bank, and it seems right that the one using the money should pay it. Occasionally the receiver has to pay interest on the money for three weeks to a month, before the car on which he made advances is unloaded and settled for. Some of the Exchanges seem disposed to look upon the advancing of money, interest free, as only another way of cutting commissions.

CHICAGO'S NEW CHARTER AND THE GRAIN TRADE.

Chicago, having long since outgrown the charter granted it when it was a village, finds itself utterly unable to cope with many difficulties which daily confront it. One of the great draw-backs to its progress are its so-called justice shops which are indeed a travesty. There decisions are rendered which are an insult to intelligent citizens. There the criminal is compromised with and encouraged by varieties of trickery known only to habitues.

It is these shops which have so long stood in the way of an effective check being quickly placed upon thieves who rob grain cars in the different yards about the city. Every shipper who patronizes the Chicago market is directly interested in the needed reform which can readily be obtained with the granting of the new charter, and it is to be hoped that every one who has a voice in the matter will vote for the amendment, that buying and selling "justice" may be placed at end.

THE FIRE HAZARD.

The average elevator man never knows when he is safe from the fire fiend. Recently a fire was discovered in the dust house twenty feet from an Illinois elevator that was at first thot to have been of incendiary origin, but in a few minutes

smoke was also seen coming thru the cupola of the elevator. Upon investigation it was found that the rapidly-driven fan in the cupola had been permitted to run dry, resulting in a hot box that burned clear thru the 2x4 supporting it, and before the fan fell to the floor sparks were blown down the spout to the dust house.

Machinery in the cupola shud always be provided with automatic oilers and then inspected regularly each day. Where operatives are depended upon to climb to the top of the house to oil machinery it is found that they seldom think of it until after the fire. The journals will run dry and heat and set fire to the adjoining wood-work. Frequent inspections are absolutely necessary, not only to keep an elevator from burning, but to reduce the fire hazard to that point where the owner can feel safe from frequent fires.

FORGED BILLS OF LADING.

It has been several years since the members of the grain trade were imposed upon by forged bills of lading, but a case has just come to light which bids fair to outshadow all other swindling operations of this character.

The railroads are principally to blame for the continued practice of this fraud. The carelessness with which blank forms of bills of lading are permitted to get out of their offices is surely startling to one who daily pays heavy drafts against these same forms. It would seem that the members of the grain trade could bring sufficient influence to bear upon railroads to induce them to exercise greater care in this matter. It would not necessitate any great expenditure of time or money to throw safeguards around their supply of blank forms.

The latest confession along this line wud indicate that one man has forged about 500 bills of lading and several people must suffer heavy losses, the aggregate approximating \$800,000. The time for reform in this matter is at hand.

IMPROVEMENT OF SEED GRAIN.

A committee this week called together by the Grain Dealers National Assn. has been considering the details of securing, in connection with the International Livestock Show, held each winter at Chicago, quarters and prizes for holding annually a Seed Improvement Exhibition and Lecture Carnival, which shud educate grain growers to a more profitable selection of seed.

The managers of the live-stock show are very anxious to add this feature to their annual exposition and wud gladly give the space needed for exhibition purposes, lecture rooms and corn judging contests, but several thousand dollars in excess of the fees to be paid by contestants are necessary, and unless some way is found to raise the amount needed, this

most excellent work must be abandoned for a time at least.

Any work done along the line contemplated by the promoters of this seed grain improvement exhibition must result in direct benefit to all sections of the country, for thru such work two, three and four bushels of grain will be made to grow where now only one is occasionally obtained.

THE PENALTY CLAUSE AND THE ANTI-TRUST LAW.

The penalty clause adopted by some of the co-operative elevator companies, has long been recognized by many members of the trade as a vicious violation of the spirit and letter of all anti-trust laws, but until recently no move has been made to test the legality of this combination to drive established dealers out of business.

Some of the co-operative companies have seen fit to conduct their business for a margin of profit and according to established methods which are recognized as essential to success, but the organizers of other co-operative companies seem to have been prompted more by a desire to drive all established buyers out of business than to succeed themselves. Consequently they have incorporated in their by-laws a clause providing for the payment of a cent or half-cent a bushel penalty to the company by stockholders who sell their grain to competitors.

This is surely a combination in restraint of trade, which is clearly forbidden by many of the state laws against trusts. Whether or not it would come within the limitations of the Sherman Law we are not prepared to say, but the fines which will be levied against the members of these combinations in some states seem certain to run into thousands of dollars.

WHO SHUD PAY EXCHANGE?

In "Asked and Answered," this number, will be found two queries as to who shud pay exchange on drafts where grain is sold f. o. b. shipper's track. This same question has been discussed several times before in our "Asked and Answered" columns and in the Journal for June 10, June 25 and July 10, 1902, we published the views of a number of different dealers on this point.

However, a new phase of the question is raised in this number, which merits the careful consideration of the trade rules committee of the National Assn. A clear and concise rule bearing on the subject wud obviate troublesome disputes and establish for all time the rights and duties of both parties to the contract.

No doubt all will agree that if shipper sold grain f. o. b. his track, his weights and terms, then he shud be given the full amount due him in par funds his station. One shipper expresses in this number a willingness to satisfy the exchange charges of his local bank, but is averse to

paying the exchange demanded by the buyer's bank. His point seems to be well taken. We trust that many of our readers after searching scrutiny will favor us with their views for publication. The question is one which shud be settled rightly before custom becomes so firmly established as to override right.

Observations.

BY TRAVELER.

There appears to be a considerable increase in the cultivation of flax throughout the West, and it ought to be encouraged by dealers as much as possible, for it is a valuable acquisition to the trade, being not only profitable to handle at all times but also something which often forms a dependence when the grain crops fail.

* * * * *

In looking through a list recently compiled by the Sec'y of one of our strongest state assn's, I was led to marvel at the number of regular grain dealers noted therein who do not belong to the organization, some of them being at stations where I know there are members who have done yeoman service to the cause in many ways. Why have the latter not interested their fellow-townsmen in the assn. itself? Is it because they have not made the attempt? Very possibly that is the case in not a few instances; for it is human nature to subscribe to missionary work of any kind which is done at a distance from home, while neglecting the opportunities for personal effort which are close at hand.

The benefits to be derived from organization can never be fully realized until practically all of the dealers within a certain territory are members of the assn. which covers it; and it behooves the earnest ones among us to do everything possible to bring the indifferent or reluctant ones into the fold; not by intimidating the *disadvantage* which there is in remaining outside of the assn., for too often that is interpreted as a threat, but by showing the benefits of union and co-operation in a common cause. Begin with your neigh-

bor, and do not be discouraged if he does not respond at once to your persuasion; but, where he appears obtuse, awaken his interest gradually by telling this and that and the other instance of good work done by the assn. which come under your observation. You can bring these in in the way of ordinary "chat," without his realizing that they are intended to influence him, and insensibly he will begin to warm towards the organization, particularly when it takes in hand something that he had "thought all along" ought to be attended to. If you know your man, there will be little difficulty in finding things to relate which will just strike his fancy.

All this, too, will not be without a beneficial influence upon yourself. What you set out to prove to another, *by words*, you will be rather careful to exemplify in your own *conduct*; and anyone who has not tried it will be surprised how often he is compelled to put a check on his own impatience or impulses in order not to spoil the effect of something which he has said in endeavoring to make a convert.

Will Handle Grain From Any Elevator.

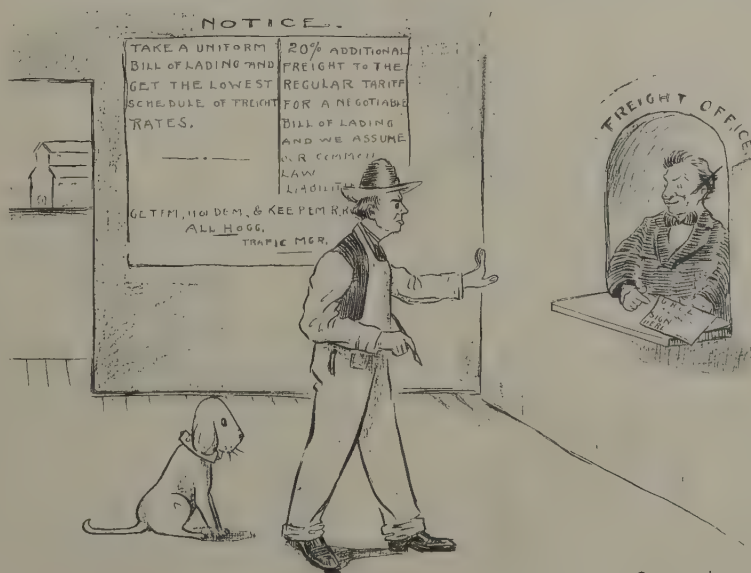
This afternoon a mass meeting of the representatives of grain receiving houses was held behind closed doors in the Arbitration Committee rooms of the Chicago Board of Trade.

James Crighton was elected Chairman, J. J. Leonard, Secretary. A confidential letter sent out by Secy. Wells of the Iowa Assn., to his members, was read and an acrimonious discussion followed.

A resolution was introduced by J. J. Coughlin, declaring that the receivers present would hereafter handle grain of anybody who had grain to sell and wanted to ship to this market, providing he was equipped with elevators to handle grain properly, regardless of whether a farmers' elevator company or not.

The resolution was seconded and adopted unanimously.

The session was short and the meeting quickly adjourned.



The Grain Shipper Balks at the Uniform Bill of Lading.

Crop Reports

SEED REPORTS.

The Michigan crop of clover seed will be very short this year owing to the fact that old meadows were practically ruined by cold weather last winter. The prospect, as compared with an average is, in the southern counties 52, in the central counties 62, in the northern counties 77 and in the State 55.—Fred M. Warner, Sec'y of State, Lansing, Mich., Sept. 10.

Of the thirteen principal clover seed-producing States, four, namely, Wisconsin, Colorado, Utah, and California, report increased acreages, while all the other principal States report decreases. In Indiana, Iowa and Colorado conditions are below their ten-year averages, while all other principal States report conditions above such average.—John Hyde, Chief of the Bureau of Statistics, in Gov't. Crop Report of Sept. 10.

MICHIGAN CROP REPORT.

Fred M. Warner, Sec'y of State for Michigan, reports the temperature during August was quite uniform throughout the State, but was somewhat cooler than usual. The weather was favorable for corn, beans, sugar beets and potatoes, but made warm, dry weather a necessity for three or four weeks in order to ripen these crops before a frost.

WHEAT.—The final estimate of wheat will be made in October. The average estimated yield per acre in the southern counties is 7 bushels, in the central and northern counties 9 bushels and in the State 8 bushels. The quality in the southern and central counties, as compared with an average is 63, in the northern counties 57 and in the State 62. The per cent of wheat of the crop of 1903 still in farmers' hands is, in the southern counties 7, central counties 6, northern counties 4, and in the State 6. The total number of bushels of wheat reported marketed by farmers in August at the flouring mills is 105,951, and in the elevators 42,977, or a total of 148,928 bushels, which is 233,639 bushels less than reported marketed in the same month last year. At 63 mills and elevators from which reports have been received, there was no wheat marketed in August.

OATS.—Oats have done fairly well this year, the yield being up to the average and the quality good. Some damage has been done by rust but in most localities the crop will be a good one. The estimated average yield per acre in bushels is, 34 in the southern counties, 31 in the central, 23 in the northern and 32 in the State. The quality as compared with an average is, 97 in the southern counties, 94 in the central counties, 81 in the northern counties and 95 in the State.

RYE.—The estimated average yield per acre in bushels is, 12 in the southern counties, 13 in the central and northern counties and 12 in the State.

CORN.—The weather during August was favorable for the growth of corn, the crop in many cases regaining what was lost by a late start last spring. However, the situation at the present time is rather critical since from two to three weeks of warm, dry weather is necessary to ripen it. Just now a hard frost would do immense damage; if conditions continue favorable the yield will be fair for this year. The condition of corn as compared with an average is, in the southern counties 72, in the central counties 66, in the northern counties 69 and in the State 70.

BEANS.—Conditions so far this season have been reasonably favorable for beans. On heavy soil they continued to grow through August so that dry weather is needed to ripen the crop; in other localities bean harvest is begun. However, it will be unsafe to make predictions until the crop is secured in good condition since in very recent years a good crop was ruined by wet weather, at harvest time. The probable yield of the bean crop, as compared with an average is, in the southern counties 80, central counties 90, northern counties 82 and the State 83.

POTATOES.—Potatoes promise to be a good crop this year. In only a few in-

stances has the crop suffered from drought. If frost holds off for some time the yield ought to be up to the average. Very little damage has been done by blight while last year much damage was done by this disease.

GOVERNMENT CROP REPORT

John Hyde, chief of the Bureau of Statistics of the Dept. of Agri., in his report issued Sept. 10, shows the condition of corn on Sept. 1 to have been 84.6, compared with 87.3 last month, 80.1 last year, and a 10-year average of 79.6.

In Iowa, the condition of corn is 87 compared with 67 last year; and in Illinois, Indiana and Ohio also the condition is better than last year.

As this is the first time that the Dept. has reported on the condition of spring wheat Sept. 1, the only comparison that can be made is with one month ago, since when the percentage declined from 87.5 to 66.2. Minnesota declined 23 per cent and South Dakota 27 per cent.

The condition of oats shows little change, being 85.6, against 86.6. Barley also declined very slightly, from 88.1 to 87.4. Rye improved from 84.1 to 86.9.

The condition of flaxseed on Sept. 1 was 85.8; compared with 73.9 one month ago and 80.5 a year ago. The condition of buckwheat was 91.5; against a 10-year average of 85.8. Rice showed a condition of 89.7 per cent; against 90.2 one month ago and 98.6 a year ago.

CANADA.

Minnedosa, Man., Sept. 6.—Our crop here is only about half cut, and I am afraid the rust has damaged the wheat considerably.—Edward Pearson.

The acreage of beans in Ontario is said to have been increased $\frac{1}{4}$ over that of last season; but the crop is not expected to be any greater than last season.

Dauphin, Man., Sept. 3.—The acreage in this vicinity is about 25 per cent more than last year. Wheat yield 20 bus. to the acre, with no damage from rust.—H. E. Chase.

Gainsboro, Assa., Sept. 7.—Crops look well. About 85 per cent will be threshing Sept. 15; very little damage done by rust, no frost. Wheat will grade No. 1 and No. 2.—J. A. Seifer.

The August report of the Dominion Dept. of Agriculture estimates the yield of fall wheat in Ontario as 9,827,000 bus.; compared with 17,243,000 last year. The oats crop decreased 5,000,000 bus. and the rye crop 871,000 bus.

Cobden, Ont., Aug. 24.—Wheat will turn out very poorly owing to damage by late rains and rust, about half average crop; largely sown this year. Peas acreage about half of former years and yield will be good where not killed by early rains, were badly damaged early in season with wet. Oats straw short and rather light, early grain will yield a fair return, late grain probably damaged by frost, on the whole will be better than half crop. The worst crop this season that we have had in ten years and to make matters worse weather has been very bad for last two weeks delaying harvest, and reports of grain now growing in stock. Early grain has been ripe for ten days, fields so wet lately binders can not be worked. Hay good, fair average yield, saved in good condition large portion for export.—Delahay Bros.

Winnipeg, Man., Aug. 2.—I have just returned from a trip accompanied by 38 members of the Northwest Grain Dealers Assn. and the consensus of opinion from the members was that the crops in the northwest territories if it escaped frost would be a good one, as there is practically no signs of rust in that territory. My opinion is that the territory if it escapes frost will give us nearly twenty million bus. of wheat. As to Manitoba I am at a loss to make any estimate on the crop as I have had no experience with this black rust. We have no wheat far enough advanced that is to say we have no wheat that has been threshed in the rust affected districts to give us any basis for calculation of an estimate. However, I am afraid that it will cut our yield in a very large portion of the wheat growing districts of Manitoba in half. If it is not even worse then we will be satisfied. I might further say in elucidating and extending my opinion on the rust, that I think if you draw a line from Deloraine to Dauphin across the province of Manitoba that you could very nearly

divide the rust east and west of that line and that no rust has yet appeared east of the Red River. Now I calculate that in this territory we have about 2 millions acres of wheat under cultivation. I hoped at one time that it would at least go 12 bus. to the acre. That would be allowing a damage to the crop of 60 per cent in that territory; but I am not sure about this. It may be less or it may be more. If as much as 12, that would give us 24 million bus.; then taking the wheat cultivation west of that imaginary line about 1,400,000 acres and this even with the small degree of frost should certainly average 15 bus. per acre and would mean 21,000,000 bus. more. This would give us 45 million as the crop.—Frank Fowler, Secy. Northwest Grain Dealers Assn.

ILLINOIS.

Harvel, Ill., Aug. 30.—With four weeks fair and warm weather we will have 60 per cent of last year's corn crop in our territory. Old corn pretty well cleaned up.—Edw. Bockewitz.

Manteno, Ill., Sept. 3.—Corn crop will be good if not damaged by frost, average will be about 40 bus. per acre. Oats crop average 33 bus.—G. W. Diamond, agt., Bartlett, Frazier & Carrington.

Minonk, Ill., Sept. 6.—Our oat crop has all been threshed, and yielded about 40 bus. per acre of superior quality. Corn crop promises the largest for many years, but needs two weeks of good weather without frost to mature.—J. A. Simpson.

Gibson City, Ill., Sept. 7.—The early corn is out of the way of light frost, but 50 per cent of it will need one to three weeks to be all right. Weather fine in day time, but do not like the cool nights we are having. From the way sweet corn is turning out the field corn should average 5 bus. to the acre, some going as high as 80 bus., and some as low as 30 bus. to the acre.—A. F. Gilchrist, mgr. Phillips Shively.

Mendota, Ill., Sept. 8.—Oats average about 10 per cent less than usual, average yield about 45 bus., of good quality. Corn fully 10 per cent larger than usual, barring an early frost, the prospects are for a bumper crop, this is ideal corn weather and we want about three weeks more of such to mature the crop; as the majority of the fields are very green and fully two weeks later than they should be at this date.—Wm. Thayer, of W. A. Fraser Co.

INDIANA.

Union City, Ind., Aug. 24.—The oat crop in this section was a large acreage, and a heavy crop which was well secured. Corn promises less than half crop, from damage by drouth and being very badly blown down by rain.—Mead Grain Co.

Lapel, Ind., Sept. 8.—Madison county has a very light acreage of wheat, and yield of only 6 bus. of very poor quality. Oats the best crop ever harvested, a good yield, and saved without any rain. Corn average acreage, but three or four weeks late; and not more than half crop, if frost holds off until Oct. 1.—Shetterly Bros.

La Porte, Ind., Sept. 8.—Wheat acreage was large, but winter wheat almost entirely killed, not enough in this county for seed and bread. Rye small acreage and small yield, but quality fine. Oats large acreage, excellent quality and good yield, average about 40 bus. per acre. Corn large acreage, good stand, but fully 20 days late; we must have hot weather until Oct. 15, or we can't expect more than half crop of very poor quality. Hay splendid, but light yield.—S. S. Bosserman.

IOWA.

M. McFarlin, of Des Moines, Ia., says that the crop of corn in his state is two weeks late, and an early frost would do it much damage.—P.

Blanchard, Ia., Sept. 1.—Our present corn crop is very late and will not be matured for three or four weeks with good weather. The yield will not be as large as last year in this locality.—J. A. Funk.

Hull, Ia., Sept. 2.—Very little grain being threshed here yet. Barley yield good, quality fair. Oats yield and quality good. Wheat yield uneven, some yield 21 bus. and others 5 bus. to the acre. Rain the last three days.—Hull Roller Mill Co.

Earleville, Ia., Sept. 8.—Oats very good, and fair weight. Barley which will go only as feed, is a nice heavy berry. Rye fine but not as large an acreage as last year. Corn will be an average crop,

if frost holds off two weeks. Hay on old meadows light.—H. J. Pitcher.

Dunkerton, Ia., Sept. 8.—Oats yield about 30 bus. per acre, quality fair, and acreage about the same as former years. Corn looks good and if frost holds off will average from 40 to 50 bus. per acre and maybe a little better, about the same amount as usual.—Agnew Grain Co.

Chariton, Ia.—Not 10 per cent of the corn is dented, much of it can not mature as the frost will catch it. Harvesting reports show that oats instead of threshing out 50 to 60 bus. to the acre as expected are only yielding 15 to 30 bus. and the farmers are slow to sell.—H. B. Stuart.

Eddyville, Ia., Sept. 8.—We have some very fine corn in the Des Moines river bottoms; but the judges say there will be only 40 to 50 bus. in former years the yield was 65 to 75 bus. Oats 20 to 45 bus. Rye and wheat very little, barley the same and all to be fed at home, none to ship, of acreage can give no report.—G. Fais.

Stanton, Ia., Aug. 30.—Small grain here is not very good this year. Oats making from 15 to 40 bus. per acre, and the quality is about as varied as the yield. Wheat making from 3 to 15 bus. per acre, and from what we understand there is hardly any of it that will do for milling purposes, Corn is looking well, and if we can have three or four weeks of good weather without frost, will make a good crop.—McCormick & Sons.

KANSAS.

Durham, Kan., Sept. 9.—The acreage of wheat in this township is about 4,000 acres, of which 1-10 was not cut, the average per acre would not go over 3 bus. to the acre, of quality rejected and no grade, very little No. 4. Very little oats and pretty well filled, but badly colored. Probably 5,000 acres of corn which will yield 25 to 30 bus. per acre.—Home Grain Co.

Topeka, Kan., Sept. 2.—F. D. Coburn, secy. of the Kansas Dept. of Agri., estimates the wheat crop of Kansas as 63,421,000 bus. on 5,816,400 acres. This crop is 17 per cent greater than the state's 10-year average. About 45,000,000 bus. is of good, merchantable quality. The area of spring wheat was only 45,217 acres. The corn area is 6,492,500 acres, or the same as last year. Owing to floods and incessant rainfall in the fore part of the season in the strictly corn-producing territory little corn found a favoring seed-bed; its beginning was so unpropitious that long-time growers in those parts of the state reported with much unanimity that under no circumstances could a normal yield be matured, and present returns verify their earlier opinions. The present average condition for the whole is 65 per cent, and the more promising prospects seem to be in the counties of the central third of the state, but in the main these are not counties ordinarily having the larger acreages nor producing the heavier yields. The quantity of old corn in farmers hands March 1 was 34,990,000 bus.; against 45,723,800 in 1903.

KENTUCKY.

The Kentucky crop report shows 80 per cent of a full crop of wheat and 87 per cent of oats.

Nolin, Ky., Sept. 7.—Our wheat crop was about 65 per cent of an acreage, of excellent quality, but slightly under average yield. Kentucky will not have enough wheat to run the mills. Prospects for fall sowing, is for a large crop of wheat if we have rain so fall plowing can be done, but ground is very dry and hard and if no rain soon will necessitate putting much in corn land. Crop of corn in some places is exceedingly fine, but owing to dry sections we have been cut short in places from 35 to 50 per cent, but will have in the state a large crop. Acreage is above the average, we think about 20 per cent. We raise but few oats, and crop was very light.—Nolin Milling Co.

MARYLAND.

Hagerstown, Md., Sept. 8.—Wheat good, yield about 20 bus. per acre in Cumberland Valley. Corn fine, the best in six years. Winter wheat will be large acreage this year, and we expect wheat to stay high for another year.—L. B. Betts.

Hagerstown, Md., Sept. 8.—The acreage of wheat in this county was about normal, the quality splendid and not equaled for flouring purposes by any other wheat in the world, but the quantity is very

small, not over $\frac{1}{2}$ of an average crop.—D. L. Kenly & Co.

MICHIGAN.

Bellevue, Mich., Sept. 7.—The average yield of wheat in this township is 11 1-3 bus. per acre of very poor grain. Oats yield about 32 bus. per acre. Corn will be about $\frac{1}{2}$ of a crop, and beans will be a full crop if the weather holds clear for the next three weeks.—J. R. Hall.

MINNESOTA.

Audubon, Minn., Aug. 25.—Harvest is progressing nicely. The rust is believed to have damaged the crop 40 to 50 per cent in this vicinity.—H. A. Halvorsen.

Madison, Minn., Sept. 8.—Acreage about the same as last year. Yield 4 to 12 bus. per acre, average about 9 bus., which means about half crop; quality poor, hardly any that grades.—John O. Hagebak, mgr. Madison Farmers Mercantile & Eltr. Co.

McIntosh, Minn., Sept. 8.—About 43,000 acres were seeded to small grain this year, 25,000 of which was sown to wheat, 3,000 to flax, and the balance to barley and oats. Wheat will average from 8 to 10 bus. of inferior quality. Flax, barley and oats will be an average crop.—Ole Sund, agt., National Eltr. Co.

Lake Park, Minn., Sept. 6.—Threshing commenced in this section Aug. 30, since that time no threshing has been possible owing to frequent rains; until to-day, with wheat in tough condition, quality No. 3 and lower. Not enough threshing done to give yield per acre at this time.—C. S. Knudsen, agt.

Lewiston, Minn., Sept. 5.—Barley average yield 30 bu. per acre, not much above No. 3. Oats rusted, light, poor yield, perhaps 30 bu. per acre. Wheat alone, badly blighted; succotash, wheat and oats, berry better than wheat alone. Corn not sufficiently advanced to estimate yield or quality.—D. H. Keller, agt. Wm. G. McCutchen & Co.

London, Minn., Sept. 8.—Grain is in fine condition, with the exception of wheat, which was ruined by the black rust; some fields being left uncut. Oats are the principal crop in this vicinity; barley next, then timothy and flax. The prospect of a corn crop has brightened somewhat in this locality; the bulk of the crop will, however, be used for fodder.—Percy Dunn, agt. Myrtle Grain Co.

MISSOURI.

Glasgow, Mo., Sept. 10.—The acreage of wheat this year was up to the average but the yield was not over 50 per cent, and half of that will not grade above a good No. 4.—Glasgow Milling Co.

Columbia, Mo., Sept. 3.—Geo. B. Ellis, secy. of the Missouri State Board of Agriculture, reports that during the first half of the month of August dry weather prevailed generally throughout the state, causing considerable damage to crops but on and after the 16th copious rains have fallen, which has brought about a very marked improvement in all growing crops. Threshing small grain has been about completed and plowing for wheat is generally well advanced. As stated in previous reports, a considerable acreage of corn that was planted in the spring was entirely abandoned because of the great excess of rain preventing cultivation, and further permanent injury was caused by the drouth during the first half of August. The greatest damage has been in the central and western portions of the state, extending from the Missouri river west and as far south as Barton county and as far north as Caldwell county, although in some few other counties the damage was equally great. The highest condition which has prevailed throughout the season and where it still continues is in the southern counties, south of the line of the Frisco railroad running from St. Louis to Ft. Scott. A considerable portion of this territory, however, contains a comparatively small acreage of corn. Several of the counties in the extreme southeastern part of the state, including some of the Mississippi river bottom and the recently drained swamp lands of that section, where a large acreage of corn is now grown, show the best average condition of any section in the state. The present condition, as shown by all correspondents for the state is 75.5, which is an improvement of $\frac{1}{2}$ points for the month, and the average condition is now only $\frac{1}{2}$ points below the five year average. The crop is considerably later than normal and it will require several weeks yet for

the whole crop to mature safely from frost. Threshing has been practically completed and approximately an accurate estimate can now be made. The estimate on the first of July, while the harvest was in progress, was for an average of 13 bus. per acre for the entire state. The average yield as now estimated by the correspondents is a fraction below 11 bus., which for the entire acreage harvested of 2,445,000 makes a total product this year of practically 26,750,000 bus. The quality of the grain varies greatly, even in the same neighborhood. Early wheat that was not affected with rust is of good quality, but much of the crop was damaged by rust and rain and it is estimated that only 32 per cent of the entire crop will grade as good as No. 2. Oats has ceased to be a commercial crop in this state except in a very few localities, the acreage for the state having gradually declined for the last several years. The estimated average yield per acre this year is 23 bus., which is only one-half bu. per acre less than the crop of 1903, and upon this estimate the state will produce in round numbers 16,000,000 bus. The quality of the grain is slightly below the average on account of damage from rain and rust.

NEBRASKA.

Randolph, Neb., Aug. 25.—Oats are making 40 to 50 bus. per acre and are a good quality. Corn will be a good crop if we have three weeks warm weather.—E. S. Mailliard, agt. Atlas Eltr. Co.

Peru, Neb., Sept. 5.—Wheat very poor; and oats are being fed in the bundle. Corn is late, but without frost, expect a better crop than last year, but the cool nights aren't doing it any good.—Earle Fisher.

Trumbull, Neb., Sept. 8.—Wheat 5581 acres, average 15 bus. Rye 50 acres, average 12 bus. Spring wheat 18 acres, average 8 bus. Corn 4331 acres, average 25 bus. Oats 2611 acres, average 30 bus.—Geo. W. Cochrane, agt. W. H. Ferguson.

Linwood, Neb., Sept. 1.—Wheat is not turning out as good as expected very little of it tests 50 per cent or better. Corn is looking fine, and in ten days, if there isn't any frost, will be out of the way of it. Oats are good, and rye fair. Spring wheat no good at all, lots of it was not cut.—W. J. Blair, Trans-Miss. Grain Co.

Upland, Neb., Sept. 8.—The acreage of wheat was about the same as it has been for the last four years. This year's, 15 bus. per acre, of fair quality. Corn acreage same as past four years, will make 40 bus. per acre, and with fair conditions at least 10 bus. more than last year's, and will be a good quality.—O. L. Campbell.

NORTH DAKOTA.

Cooperstown, N. D., Sept. 5.—Wheat crop is poor on account of rust.—Fred Beier.

Edinburg, N. D., Sept. 2.—Harvesting has been delayed the past week on account of continued rains. Considerable rust is beginning to show up on late fields.—J. S. Robertson.

Fessenden, N. D., Aug. 23.—Acreage of wheat 60 per cent, oats 15 per cent, barley 15 per cent, flax 10 per cent. Wheat promised large yield, 20 to 30 bus. per acre up to ten days ago, since then estimates have been reduced 25 per cent owing to black rust and late condition of the crop; the berry is quite shrunken in all fields except the earliest, which I believe will grade No. 1 northern. The late wheat will be found about the line from No. 2 down to rejected. Barley, oats and flax crops are very good, best the country has produced for several years; frost has held off remarkably well so we do not fear any damage from that source. Barley that has been threshed yielded from 20 to 30 bus. per acre of an extra No. 3 grade. Wheat threshing will be in operation about Sept. 10; oats are maturing nicely and will harvest an excellent crop, both in quality and quantity.—T. W. Crissman.

OHIO.

Toledo, O.—James Hodge says "Corn and oats are a fine crop. Wheat shy in yield and quality."—H. D.

Wooster, O., Sept. 5.—Wheat in this county is poor quality and only about half crop.—W. D. Taylor.

Toledo, O.—A. W. Boardman, sec. of the East Side Iron Ele. Co., says lots of wheat is coming to this market which grades 50 lbs. and under.—H. D.

Toledo, O.—C. S. Reynolds says "There is a good and steady demand for corn and oats, the demand for wheat being only fair. The corn crop will be larger than we have been looking for."—H. D.

Maria Stein, O., Sept. 3.—Wheat crop is pretty fair, yielding from 15 to 20 bus. to an acre. Oats as good as we ever had, and good quality too. Corn is somewhat late, but by late frost will be about 75 per cent yield and so we have nothing to complain of.—Henry Kramer.

Carey, O.—The month of August has been the largest month for acceptances on oats thru my office since I have been buying for the company, having bot over 500,000 bus. My firm has bot in August over 3,000,000 bus. Farmers in this country are holding their good wheat and selling their poor.—Walter S. Snyder.

Alexandria, O., Sept. 10.—Corn is a little below the average and will need about all of this month to mature. Oats better than an average crop, and farmers are selling at 30 to 31c per bu. Hay is an average crop, but not quite up in the grade. Wheat average yield, but very shriveled and very little No. 2 Red.—Ashbrook Bros.

Akron, O., Sept. 7.—Wheat in this vicinity will not average over 5 per cent of a crop and will be about 10 bus. to the acre. Oats are as near a perfect crop in quality and quantity as we ever expect to have. While corn runs from very good to very bad yet it should make a crop of at least 70 per cent. Farmers' deliveries of grain are less than they have been for years and while we are paying \$1.10 for wheat yet they feel it is going still higher and with their limited supply they want to get all they possibly can out of it. While there is talk of increasing acreage this fall yet nothing has happened as yet to warrant any such claim, and I question whether there will be more of a wheat crop this year than last. All crops are bringing such good prices that it is pretty difficult for the farmers to determine which is the most remunerative.—L. C. Miles, of G. W. Cereal Co.

OKLAHOMA.

Cropper, Okla., Sept. 5.—Very little wheat moving here, farmers holding for higher prices.—McFarland & Stauffacher.

Okeene, Okla.—There won't be any wheat shipped from this station this season. Oats a total failure; a large acreage of wheat will be sown here this fall.—T. M. Connally.

M. A. Morrow, who travels for the C. A. Dayton Grain Co., has just returned from a trip through central Kansas and Oklahoma, and says that the plowing for wheat is over 50 per cent done, but that the season is behind, as planting begins in that section Sept. 10.—P.

SOUTH DAKOTA.

Strandburg, S. D.—Threshing commenced, wheat average about 8 bus. per acre, of rejected wheat.—H. S. Gold.

Trent, S. D., Sept. 10.—Condition of grain is good; wheat yield 8 to 10 bus.; mostly rejected. Barley 35 to 40 bus., fair quality. Oats 45 to 50 bus., good.—L. J. Parker, agt. S. Y. Hyde Eltr. Co.

One of the traveling men of a leading commission house, who has been all through the southern portion of South Dakota confirms the statement that damage from rust has been greatly exaggerated. He says wheat runs from about 7 to 20 bus. per acre and will average fully 10 bus.—I.

Trent, S. D., Sept. 8.—Barley 40 per cent of crop, quality fair to good, yield 30 bus. Oats 35 per cent of crop, quality good, yield 45 bus. Wheat 8 per cent quality poor, yield 10 bus. Corn 15 per cent, with ten days more favorable weather, without frost, will have fair crop. Miscellaneous, 2 per cent.—H. Hendrickson.

Tulare, S. D., Sept. 10.—Weather fine, and farmers getting along nicely with their threshing. Wheat turning out in most cases better than expected, averaging 5 bus., and some of it 10 bus. Very little of it grades better than No. 3. The biggest share tests from 45 to 50 lbs. Oats, barley and spelts are a fine crop; corn also will be good.—E. A. Moosdorf & Co.

TENNESSEE.

Pulaski, Tenn., Sept. 5.—We have a good crop of corn now secured; our late corn is cut short, still we will have as much corn as last season.—Craig & Co.

Fayetteville, Tenn., Sept. 3.—Lincoln county's new corn crop will be tremendous,

the largest in years. The local wheat crop, which was small, but of a fine quality, has been about all marketed. Cotton is doing well, estimated crop about 90 per cent.—H. K. Holman.

TEXAS.

Dallas, Tex., Sept. 5.—The corn crop of Texas is moving very slowly in spite of the fact that it is in all probability the largest ever raised in the state. The cotton crop is maturing so much earlier this season than ever before that the farmers have all their available labor in the cotton fields gathering this staple and for that reason the corn is remaining in the field for later gathering. The corn is now plenty dry for shipping but it will likely be some time before the movement sets in good. The farmers are feeling no immediate need of ready cash. What corn has been brought to market has commanded high figures and is now selling at from 40 to 45 cents f. o. b. shipping point. While the Texas crop is very large, it is becoming evident that the local consumption has kept pace with the increased yield and there is no danger of the markets being glutted, as within the past few years farmers in this state have increased their stock very rapidly. There will, however, be a large surplus of grain raised in this state this year. Letters and reports from the rice country indicate a heavy crop of that



S. K. Marston, Onarga, Ill., Deceased.

cereal and the movement has commenced in earnest all over the section and numerous cars have been shipped out.—J. S. W.

WISCONSIN.

Baraboo, Wis., Sept. 7.—Not enough grain to supply home requirements this year, unless possibly rye. Expect to have to ship in corn; other years we shipped out winter wheat and rye. We deal extensively in farm produce; but only potatoes will be shipped out this year.—H. M. Johnston Lumber Co.

Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Sept. 12 have been 43,698,000 bus.; compared with 29,347,000 bus. for the corresponding period of the preceding year.

Corn receipts at primary markets for the present crop year prior to Sept. 12 have been 29,083,538 bus.; against 28,258,312 bus. for the corresponding period a year ago.

Wheat sold at \$3.12 per bu. in London in 1812.

Sanford K. Marston, Deceased.

Pioneers in association work in Illinois will be grieved to learn of the death of S. K. Marston of Onarga, who was the first and only secretary of the old association.

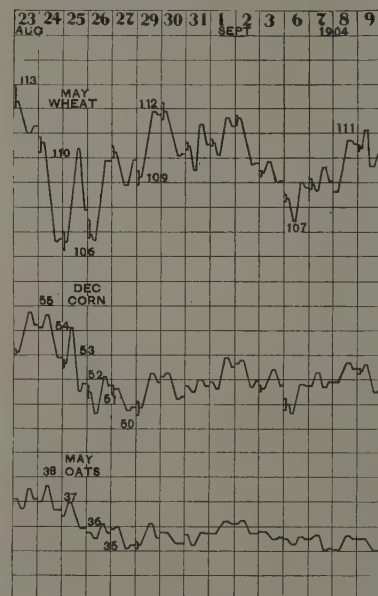
Mr. Marston was born in Augusta, Me., in February '31 and died at his residence in Onarga, Ill., Sept. 1, '04. When he was twenty-five years old his parents moved to a farm just west of Onarga, where he served as trustee of the Grand Prairie Seminary of which his wife was Preceptress.

After several business undertakings, he engaged in handling grain and, with the organization of the old Illinois Grain Merchants Association, he was made its secretary, and held that office during its existence. At a meeting of the organization in Springfield, June 29, 1887, he was presented by the members with a handsome gold watch and chain, as a token of their esteem and as a mark of their appreciation of his earnest, conscientious efforts in their behalf.

The loss of his grand daughter in the Iroquois fire seemed to bear heavily upon him and his wife who died last March. He is survived by two daughters, Mrs. R. F. Cummings, and Mrs. Milton Doolittle. A pioneer in association work, an earnest and honest worker has finished his 74 years—a life well spent.

Chicago Prices

The opening, high, low and closing quotations on wheat and oats for the May delivery and on corn for December delivery at Chicago for two weeks prior to Sept. 10 are given on the chart herewith.



Two thousand years ago a Greek philosopher said: "Markets are places which men have established to deceive one another." He must have been on the wrong side of wheat.—Record-Herald.

Balfour, Guthrie & Co., grain dealers and millers, of Tacoma, Wash., have filed a claim with the government at Washington for flour seized by Russia on the steamship Calchas.

Freight Rates on "Clean-out" Loads.

BY TRAFFIC MANAGER.

A good many shippers, within the writer's knowledge, have been disappointed this year in not having freight charges assessed at actual weight on shipments made "to clean out the house," and claims for refund for the "overcharges" have in a majority of instances been declined by the railroad companies, as have also others of a similar nature.

In this connection it is well to note that there has been a change in the policy pursued by the carriers with reference to "clean-out" loads, and, in order to make the matter clear, I can do no better than to quote from a letter written by the General Freight Agent of a leading Western road to one of the division agents under his jurisdiction. He says:

"It has been decided that under present conditions we cannot protect in the future any arrangement on shipments of grain or other commodities, for the purpose of cleaning out houses, at less than the published minimum weight, or with the stop in transit to finish loading, or with the privilege of bulk-heading grain, UNLESS such concessions have been published in tariff form. To cover these privileges by publication would apply same on all shipments moved at any time, which we cannot afford to recognize. It will, therefore, be necessary for you to advise all interested that any arrangement carried out heretofore on account of the cleaning out of houses at the end of the season is withdrawn, and no concessions can be granted except that on shipments forwarded for this purpose we will recognize 24,000 lbs. minimum instead of the special minimum applying on grain based on the capacity of the car."

It will be observed from this that the carriers will not entertain any claim for the reduction of charges below a basis of 24,000 lbs., also that the privilege of loading the same car at more than one station has been abolished. The matter of bulk-heads has been treated of at some length in the *Journal* heretofore. All three points are important ones to bear in mind.

It may be added, however, that the enforcement of these rules has been made difficult for the carriers by the action of certain station agents in authorizing on *their own responsibility* one or more of the practices in question; and shippers with sufficient determination and cognizance of their rights have been able to hold the companies to the agreements made by such agents, but the latter have in reality no authority to abrogate the rules in any particular, and if the matter should be carried into court their action might subject the carriers to heavy penalties under the Elkins Law, even though the shippers were excused. It is by no means certain that the latter would be, as the statute clearly provides that any person or corporation "who shall offer, grant or give, or solicit, accept or receive" any rebate or concession not provided for by the published tariffs "shall be deemed guilty of a misdemeanor and on conviction thereof shall be punished by a fine of not less than one thousand dollars nor more than twenty thousand dollars." Ignorance of the law, as is well known, excuses no man.

In speaking of the "rights" of shippers, as above, I refer to those which they have under the common law in relation to the acts of agents; but it will be seen that the matter is complicated by the passage of the Elkins Law, and until the exact scope of the latter is definitely determined it

behooves both the carriers and the shippers to avoid treading on dangerous ground. Some of the railroad companies have been very negligent in posting their agents and, through them, their shippers, leaving the latter to understand that the privileges of which they have availed themselves from time to time are still open; hence this explanation, which I trust will be of service to some who read it.

T. C. Crabbs.

T. C. Crabbs, the junior member of the old firm of Crabbs & Reynolds, Crawfordsville, Ind., now known as Crabbs-



T. C. Crabbs, Crawfordsville, Ind.

Reynolds-Taylor Grain Company, is one of the younger men in the grain trade.

He was born on a farm in Ashland County, Ohio, 31 years ago. When he was but seven he moved to Crawfordsville, Ind., where he was given a liberal education, prior to his entering the office of his father, the senior member of the firm of Crabbs & Reynolds. After three years he was admitted to partnership and continued an active member of the old firm. At the organization of the Crabbs-Reynolds-Taylor Grain Co. he was made Secretary-Treasurer and thru his untiring energy and ability he has contributed largely to the success of the company.

Three BOOKKEEPER WANTED ads. appeared in the August 25th issue. Did you get the job?

Are you looking for seed wheat? Then consult the "Seeds For Sale" column of the *Journal*.

Golden Oats in Iowa.

E. D. Vorhes of Ackley, Ia., writes Rumsey & Co.: This country is getting badly salted with yellow oats and next season will be much worse, for this variety withstood the rust much better for the past two years than any other variety; and next spring every farmer will run from the rust question quicker than anything else, small pox or measles not excepted.

Farmers call them yellow or golden oats. The test runs about 30 to 32 pounds, and the grain is perfectly sweet and sound this season, for there has been no wet weather since harvest to damage the grain in any way. Cars shipped out would not be so strongly yellow as sample, for the oats get mixed more or less with white oats.

These oats grow yellow and no amount of bleaching will make them white. Neither will any sort of bad name change the facts, as buyers often seem to think.

What will the market do with the yellow oats? What will be the grade and the price?

In discussing this grain Capt. Rumsey said: "In golden oats or yellow oats, we recognize a good feeding oat. They average heavier and a better meat than the white oat. We believe that they are a stronger and safer oat to stand unfavorable weather. As to their selling value, it is a disputed question, but we believe that as the trade, shippers and exporters, get acquainted with them and are satisfied that they are not the cause of damage they will come more in general use and will not be as largely discriminated against."

"At present there are many buyers who will not buy them. Others, who are willing to buy them, demand a half-cent discount. Some days they are saleable at the full price of 3 white oats. Other days a heavy discount is demanded. It is a fact that where weighing 31 and 32 pounds they are given the grade of standard, in which case they bring the price of standard oats, or the price of the present month's contract prices.

"Our St. Louis house writes as follows: in relation to these yellow oats in that market: 'We received a sample of golden oats, but have to report we were unable to draw a bid on them today. Have also written your Iowa correspondents in regard to our oat market. The golden oats will grade No. 4 white in this market. The local feed trade here does not care for them, as they prefer to buy only the best quality for their trade.'"

Have you field seeds for sale? If so, look over the "Seeds Wanted" column carefully.

Many competent persons are offering their services in this issue. Do you need help? See the "Situations Wanted" columns.

The increase in the irrigated area from 1899 to 1902 was 113 per cent in North Dakota; 21.7 per cent in South Dakota and 66 per cent in Nebraska.

A 10,000-bu. crib of ear corn at Decatur, Ill., when shelled showed that 74 pounds of corn in the ear was required to make 56 pounds of shelled corn.

Philippine imports of rice for the nine months prior to April 1 were 594,997,089 lbs.; compared with 447,348,014 lbs. during the corresponding period of 1902-3.

Asked— Answered

ALFALFA MILL BUILDER'S ADDRESS WANTED.

Grain Dealers Journal: I want the address of firm making or selling mills to grind alfalfa hay. Will some reader of the Journal please give me this information thru its columns.—D. H. Thompson, Waxahachie, Tex.

MUST SHIPPER PAY LOSS DUE TO UNDERBILLING?

Grain Dealers Journal: I have been shipping to a certain market for years under a 9c rate and freight bills have been returned to me at that rate up to the present time. Has the R. R. Co. any legal right to collect due bills on cars consigned since last March, using as authority a tariff dated in that month quoting a rate of 10c, the issue of which I was never notified of and which their own freight clerks overlooked? This is an actual case, not a hypothetical one.—C. M.

WHO SHOULD PAY EXCHANGE?

Grain Dealers Journal: If A sells grain f. o. b. his track, is he entitled to receive pay at his station in par funds? A is willing to pay exchange on funds where he consigns his grain to be sold his account, central market, but refuses to stand for the exchange on remittances for grain sold f. o. b. his track.—Yours truly, A.

Grain Dealers Journal: The practice in this country has always been that the seller pays the exchange and draws the drafts on the shipments reading "without exchange." I am of the opinion that this is right. The seller always has his arrangement with the home bank. The foregoing is the practice whether sold f. o. b., or delivered or consigned.—Yours truly, J. C. Robb, Kingfisher, Okla.

Grain Dealers Journal: On grain sold by A f. o. b. his track, if the contract further provides Chicago terms or any terminal market terms, it is my humble opinion that he ought to pay exchange on his drafts.

I think that the terms track at country stations simply means freight off, because the balance of the contract implies that terminal or certain specific market terms are to be accepted in settlement; and with that common and customary understanding, I think the rule and practice has always been that the seller has paid the exchange.

Of course if the grain is sold his track, his weights and terms in settlement, then he is entitled to receive pay at his home town in current funds at home.—Yours truly, W. N. Eckhardt, Chicago, Ill.

Grain Dealers Journal: The inquiry covers a point that I have often wanted to see settled. This is a question that has never been brot up before our committee and the rules do not cover it.

I would suggest that the proposition be submitted to the chairman of the trade rules committee of the Grain Dealers National Assn. and let him take it up with the committee as a whole, for an opinion to establish a precedent.

Grain bot f. o. b. country track, weights

and grades of the purchaser's market to govern, should not be drawn against with exchange; in other words, the buyer of grain should not be made to pay anything over and above the contract; but the other members of the committee may not agree with me on this.—Chas. D. Jones, Memphis, Tenn.

Grain Dealers Journal: The custom of buying grain on track was the outcome of a desire upon the part of the seller to know exactly what a price quoted, say Mississippi River, would net him basis his track; that is, so far as freight rates were concerned. For the convenience of the trade, both buyer and seller, it grew into a custom to quote prices track station. In arriving at such prices track station, the basing price of the buyer was taken, from which was deducted nothing but the freight rates. The terms of such purchase, which are universally a card bid or printed form, or a generally accepted form used by a buyer, always designates the condition to prevail and to govern such transaction at some terminal market. For instance: Chicago terms, St. Louis terms, Indianapolis terms, New York terms, etc., by this meaning the inspection or weights or both are to be determined by such market as designated; the transaction itself being entirely contingent upon such terms or place of business as may be designated.

It is proper that the shipper should pay exchange at his home bank for collection of drafts, and in doing so he has paid all charges that accrue on such draft, as the bank which makes such charge undertakes to place such draft at par at the point of the shipper. Any balances that might accrue still due to the shipper on the shipment, and paid for by drafts or checks issued by the purchaser at his home place of business, would still accrue an exchange charge on the part of the shipper's bank to bring same to par at that point. This does not make a double charge for exchange. The exchange is not charged by the purchaser's bank, but is charged by the shipper's bank to bring the exchange to par at that point.

It has always been a custom, and one that I have never known to be questioned, that the payment or conclusion of any contracts similar to the above, was to be made in current funds at the home office of the buyer, providing the home office of such buyer was different from the destination as designated in the usual bid. For instance: if a buyer maintaining his office in Chicago, bought grain subject to St. Louis terms, I would consider the payment of any proceeds accruing to a seller should be made in current funds of the market whose terms govern the transaction.

The terms "f. o. b. his track" is a misstatement as generally accepted by the trade, but no doubt is used in this instance as meaning that the grain is to be delivered free on board of the cars and delivered to the outgoing tracks of the railroad at that station. It is also understood in buying grain track station that the buyer assumes the entire question of freight rates, providing the seller tenders the grain as sold for shipment within the designated time for delivery as per contract. There is no other obligation entailed upon a buyer in buying grain his track, as understood by the general custom unless specifically stated in the contract to the contrary.

So answering the above question, I would say that a payment in current funds at the home office of the buyer would be

considered payment in full and any exchange on such funds at the office of the seller should be borne by the seller.—Very truly yours, W. H. Chambers, Minneapolis, Minn.

Grain Dealers Journal: In my opinion, formed from a knowledge of the general custom, the seller of merchandise is entitled to receive in full, par funds at the point where the price of the article is based. It naturally follows that when exchange is charged it should be only at the open current rate, and not the result of an agreement between the seller and his bank, in which the seller's credit may enter into its determination. Should the rate of exchange vary materially, it is the duty of the seller to notify the buyer, because the latter cannot inform himself as he is able to do in the case of a change in freight rates affecting purchases f. o. b. point of shipment. Yours very truly, Charles England, Baltimore, Md.

WHO SHOULD PAY EXCHANGE AT DESTINATION?

Grain Dealers Journal: If I sell a grain buyer corn f. o. b. my track am I not entitled to the price paid, without deduction of exchange charged by the buyer's bank at destination?

I am having some trouble in getting exchange at destination refunded. I hold the shipper should pay his home bank any exchange it may charge for collecting; but what I object to and think is unjust is for the shipper to pay any additional exchange that is charged by bankers at destination of grain. This compels the shipper to pay double exchange.

I claim it is the purchaser's place to take care of any exchange that is charged by his local bank for collecting drafts. If he has not sufficient prestige to get his banker to do this free it is not the fault of the country shipper who sells f. o. b., and he should not be made to suffer. We always draw thru the bank designated by the shipper.—Edwin Beggs, Ashland, Ill.

BUYER'S RIGHT TO EXAMINE CAR SHIPPED ORDER?

Grain Dealers Journal: If I ship a car of corn shipper's order, notify John Smith, Galveston, Tex., and make draft with bill of lading attached, does the agent at Galveston, Tex., have any right to let Smith examine contents of car unless said Smith presents the bill of lading?

If the agent does let Smith examine car and he refuses car, should not the railroad company be held responsible to me by reason of the neglect of agent at that point? The car in question was sold f. o. b. track here. Will some reader of the Journal please give me references to cases of this character? The bill of lading did not state inspection allowed. Yours truly, R. T. Williams, Hiattville, Kan.

You can find a good location quickly by consulting the "Elevators For Sale" columns of the Journal.

The Philippine exports of hemp for the nine months prior to April 1 were 94,794 tons; compared with 87,094 tons during the corresponding period of 1902-3, as reported by the War Department.

The eggs of the bean weevil are deposited in the green bean, and the pest develops in the dried beans at almost any time during the winter. The larvae hatch and gnaw out cells in the bean. The remedy is carbon bisulfid.

Letters From Dealers

POTATO DEALERS AS SCOOPERS.

Grain Dealers Journal: There is considerable complaint among elevator proprietors in some parts of Wisconsin regarding the invasion of their field by potato dealers, who use their warehouses for grain at certain periods of the year and at others load cars directly from wagons. At a good many stations this custom is tolerated for the reason that the surrounding territory does not afford sufficient grain receipts to warrant a regular buyer, and at other places the practice has continued for so many years that it is sanctioned by long usage; but of late the potato men have begun to push out with this branch of their business into territory which is already occupied by regular buyers operating elevators or flat-houses especially constructed for the grain trade, and the latter are naturally resentful. The matter is one which seems likely to come to a crisis before the close of the present season.—S. P.

BUYING ON ONE CENT PER BUSHEL COMMISSION.

Grain Dealers Journal: In my travels about the country I still find an occasional dealer who has contracted to buy grain, usually barley, for some local industry on the basis of a *cent per bu.* commission, although in justice to the general common sense of trade I must say that he is seldom one who had entered into such an agreement the year before. The latter has at length cut his wisdom teeth.

What can be the argument that is used by the miller or the maltster or the cereal food man that induces shippers to make an arrangement so palpably to their advantage? Is it the threat of competition—the placing of another buyer at their door? Sometimes I have heard that asserted, but in most instances the victim has been a member of one of our state associations, and I have asked him why he should submit to a threat of this kind, from the consequences of which the association is amply able to protect him?

However, I am getting off the subject. What I wish particularly to say is that no dealer can afford to handle grain on either a margin or a commission of 1c per bu. Why, it doesn't pay running expenses! Suppose you handle 100,000 bu. in a season, which is getting to be a large year's business in many sections, you will earn \$1000 gross; but when you take from this the cost of operating your elevator, including wages, the wear and tear on your property, the interest on your money, insurance, etc., what is there left—how much compensation for your own time and thought and labor? Worked out in this fashion the proposition seems absurd; yet it is exactly what has been gone into blind-fold by one buyer after another. Thank the Lord, their number is less than it used to be!

Before he has had time to figure up his profits at a cent a bushel, the dealer who has bound himself to buy for another begins to be indignant and then disgusted when he receives complaints in regard to the quality of the grain sent forward,

when he is docked for one cause or another, when weights run short and, worst of all, when he is practically pulled out of the market by being limited as to price. By the time his contract expires he is in what the gossips call "a state of mind." Needless to say what state. Happy the man who has not bound himself by a hard and fast agreement and can quit earlier in the game.

This of course is not saying that mutually advantageous arrangements may not be made between a country buyer and a mill, malthouse or whatnot, if the contract is based on a fair shipping margin and does not impose too great restrictions; but before entering upon an agreement of this nature the dealer should consider the matter in all its aspects—with the help of a pad and pencil. As a rule it will be found rather more satisfactory to steer clear of these propositions; and for Heaven's sake, don't let them bluff you with the statement that they will put in another buyer at your station! Should they try it, you can call upon your association; or, if you don't belong to the latter, join it now.—E. K. T.

TRUTH ABOUT BLACK RUST STRANGER THAN FICTION.

Grain Dealers Journal: The disease known as black rust has caused such serious loss to the wheat crop this year that the farmers and all grain dealers are very much interested in knowing something about the disease.

So many conflicting statements have been made concerning this disease that it may be some time before the public is educated to an accurate knowledge of it. Many of the agricultural papers have published statements to the effect that it is caused by hot sun, damp weather, etc., utterly ignoring the parasite which is the fundamental cause of the disease. These statements will of course be accepted by many, even tho the accurate data are given.

Many of the farmers of this state have been educated to a slight knowledge of the smuts of grain and have come to use preventive treatment. The life history of the smut is much simpler than that of the rust and therefore easier for them to understand. The complicated life history of the rust reads almost like fiction and is generally taken by those who haven't had actual demonstrations in the laboratory as very doubtful. Very truly yours, W. A. Wheeler, Botanist, South Dakota Agricultural College, Brookings, S. D.

IMPROVING HANDLING OF RECEIPTS AT MINNEAPOLIS.

Grain Dealers Journal: There will be no material change in the inspection of grain or handling of cars in this market, excepting that the inspection will be done a little earlier, if possible, and be continued thruout the day. The railway companies will, on the other hand, deliver cars on inspection side-tracks earlier and more regularly. Inspection will also continue thruout the day in order to catch late arrivals.

These improvements will argue for speedier and more satisfactory handling of the grain, which is one of the principal things to be improved in this market. With the increase of side-trackage and other railway facilities that have been made here within the last six months, it is hoped that the congestion that pre-

vailed at times last winter will be mostly, if not entirely, done away with.

The proposition of having cars inspected one day for disposition on the next was found to be impracticable on account of our large receipts and enormous interchange of cars. Time with us is the greatest essential, while our inspection department is improving and becoming nearer correct each year.—Respectfully yours, H. Poehler Company, Minneapolis, Minn.

MUST CHARGE INTEREST ON ADVANCES.

Grain Dealers Journal: Receiving houses here manifest no little interest in the report that the Minneapolis Chamber of Commerce has adopted a rule making it obligatory upon its members to charge interest on all advances from the dates on which they are made, and letters received here from Chicago commission merchants are to the effect that a similar course will probably be taken there. Should this be done it will stir up lively times on the local board, where there is much difference of opinion in regard to such a charge.

In its absence, so certain ones affirm, country shippers will divert considerable business here that might otherwise go to Minneapolis or Chicago, for, during the heavy movement of grain, when blockades occur in terminal markets and returns are slow, the loss of interest to commission merchants on bills of lading advances often amounts to 1/5 or 1/4 of a cent per bu.

By not charging interest the commission is practically cut just so much. Some of the leading houses here assert that with the increased expense of doing business and the smaller volume handled by each, compared with former years, the present rates of commission do not afford adequate compensation for their services, and they will favor following the example of Minneapolis. The outcome should be of concern to country shippers.—Milwaukee.

Kherson oats are said to be a variety adapted to the semi-arid region of western Nebraska and Kansas.

Plans for the construction of grain elevators by the Anglo-Argentine Milling Co. at Barracas al Sud and by Weber & Striker at Tehuajo Station have been approved by the minister of agriculture of the Argentine government.

The publisher of the official organ of the American Society of Equity, which advocates holding wheat for \$1.20, advertises his seed business at the same time, thus raking in the shekels while he poses as a benefactor.

The recent prohibition of exports from Austria-Hungary includes barley, corn, beans, potatoes, hay, bran, oil cake and brewers' grains. The prohibition is important only in the case of barley, of which nearly 20,000,000 bus. are exported each year, mostly to Germany.

British India is only 1/3 the size of Canada, and it has a population 50 times as great, with a corresponding capacity for consuming breadstuffs. England's hope that India would some day be able to supply its imports of wheat may never be realized, since the increase of the Indian population continually presses hard on the means of subsistence.

A Plea for Rice Wheat.

BY COL. S. RICE.

There will be a new impetus given to the movement in favor of Macaroni wheat because of the havoc wrought by rust to the spring wheat crop of the N. W. states. This variety, both on account of its hardier nature and the fact that it reaches the resistant stage of maturity more quickly, cannot be as successfully attacked by the various pests and fungi which infest the fields of that section as the celebrated Fife and Blue-Stem, which have seemed particularly susceptible to injury, during late years, in the final stages of growth; while in seasons of dry, hot weather Macaroni wheat will flourish when other kinds are stunted or blasted, yielding from 35 to 50 per cent. more to the acre.

This was strikingly illustrated in the season of 1900, when Macaroni wheat grown in the Dakotas made a fine showing beside the withered and shrunken spring wheat crop, both in quantity and quality. It is, however, on the semi-arid and sterile lands where grain could not heretofore be produced, except by irrigation, that Macaroni wheat has proved its greatest worth; for there it is grown with success and, with its companion plant, alfalfa, seems destined to reclaim vast areas from what has heretofore been a desert.

While Macaroni wheat may not be as desirable to grind as other varieties, particularly in view of the lessened by-products, it would certainly seem the part of wisdom for millers and grain dealers to guard against such a calamity as the rust would assuredly have wrought had it set in a little earlier, by encouraging instead of frowning upon this hardy cereal; thus not only increasing the volume of production but also widening the territory from which they can draw supplies in time of need.

To Prevent Gasoline Explosions.

In an official report to the Department of State at Washington, the United States consul at Birmingham, England, describes a device patented in Great Britain, which, according to tests made recently in London, renders all receptacles containing inflammable liquids comparatively secure from explosion. The device is an application of the principle of the Davy lamp, supplemented by a fusible cap or plug. It is a well-known fact that if a vessel of ordinary type containing an explosive liquid be subjected to sufficient outside heat, or if the contents be lighted at the orifice, the walls of the vessel will burst by the force of the expansion.

At an exhibition test of the device in question, a short time since, a twenty-gallon tank was partly filled with gasoline and placed upon a pile of burning wood. The fusible cap screw made in two parts which were simply soldered together, soon blew out, the solder having melted, and the ascending vapor caught fire immediately; but no explosion followed because the orifice of the tank formed the upper end of a tube which projected down inside the vessel to its bottom, where it was closed.

To allow the oil or gas to percolate from the interior of the tank each of the metal layers of which this tube was composed had been perforated, and, while the perforations would permit the spirit to be

poured out, they prevented the passage of the burning gas to the interior by absorbing its heat as the wire gauze does in the Davy lamp. While the gasoline contained in the tube burned the flame did not extend to the liquid or accumulated vapor in the half-full tank and, consequently, there was not sufficient expansive force generated to burst the tank.—The Argus.

Twamley's New Cleaning Elevator at Omaha.

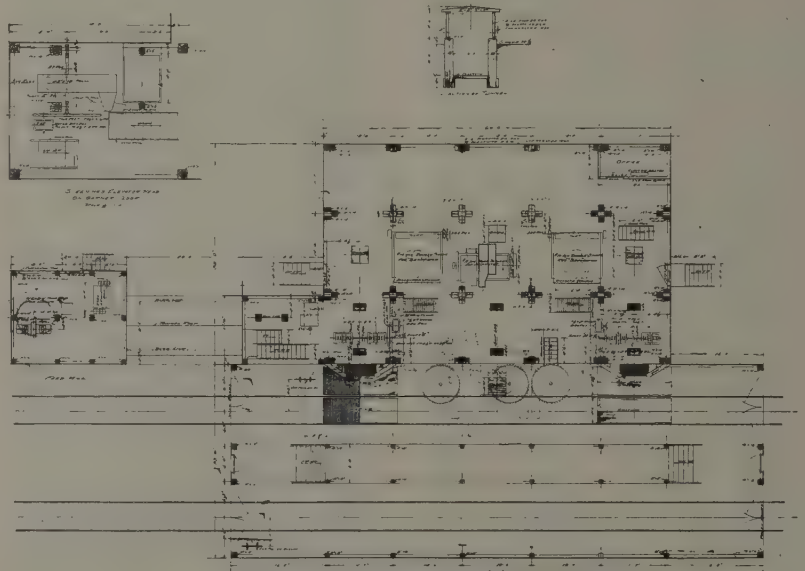
Omaha, like Kansas City, is getting a number of new elevators this season. Among others is the new elevator of J. F. Twamley Son & Co. This house is designed especially for receiving, cleaning and mixing all kinds of grain. It combines all the advantages of the old style elevator, except the amount of storage which will be added later in the form of tile tanks. It was designed and built with a view to securing the lowest insur-

ance rate, all machinery being driven by independent electric motors, the power being obtained from the central city power station. It is well equipped with machinery and has a large handling capacity.

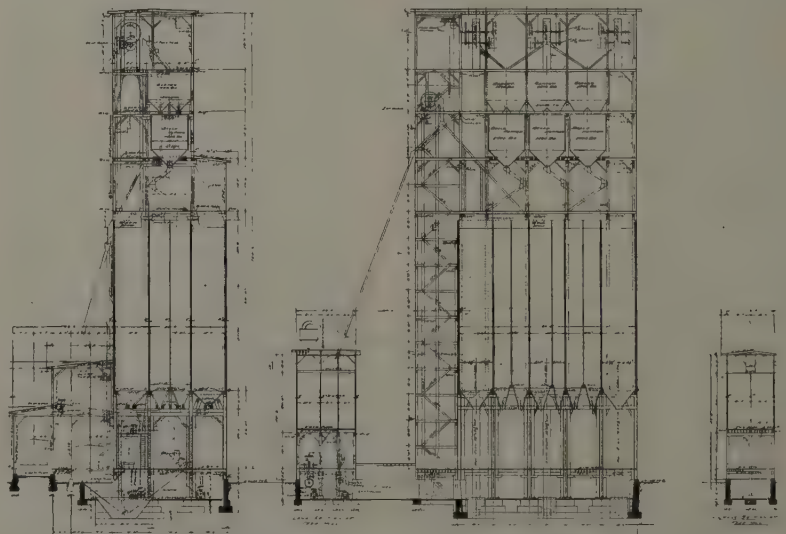
Two tracks run thru the car shed adjoining the elevator proper, cars being quickly placed by two electrically propelled car pullers for receiving or shipping. The house has two receiving legs, one shipping leg and one screenings leg.

On the first floor are two No. 10 Invincible Double-Shake Receiving Separators, one No. 11 Invincible Horizontal Scourer and Separator, power shovels for each of the receiving sinks, a perfect dust collector system with sweeper intakes, at frequent points about the house is provided so it will be an easy matter to keep the house clean. In one corner of the first story is the office, which is heated by electricity.

Twenty feet from the elevator and connected with it by a tunnel, is a feed-mill



First Floor Plan Twamley's New Elevator at Omaha.



Cross and Longitudinal Sections Twamley's New Elevator at Omaha.

equipped with one 9x36 roller mill and one attrition mill. The tunnel connecting the two buildings has concrete floor and walls extending up above the ground. The dust collected by the dust collector system is dropped into the feed-mill and ground into feed, instead of into a furnace as usual. The floor of the basement is covered with a 6-inch layer of concrete.

The cupola is four stories in height, the distributing floor being provided with three revolver distributing spouts so that grain can readily be spouted from either of the three 1400-bushel scale hoppers direct to most of the bins. Above each of the scale hoppers is a 1400-bushel garner with large openings thus permitting the garners to be emptied into the scale hoppers very quickly.

In the top story are four electric motors, one for each of the three large legs and one for the passenger elevator, which, with the screenings leg and stairway occupies an extension of the elevator built on the feed-mill side of the house. All of the bins of the elevator proper are hopped so as to facilitate their quick emptying. In one corner of each bin ladder irons are provided.

The house is well lighted by electricity. Its compact arrangement will surely reduce the labor and the cost of its operation. It was designed and built by Barnett & Record Company.

Co-operative Failures.

BY H. I. M.

Farmers' elevator companies, whose mushroom growth has been a source of no little anxiety to grain dealers, are coming to grief with such rapidity that an occurrence such as that reported from Bath, S. D., scarcely excites more than a ripple of comment; but those who are constantly on the road learn of many cases that never come to public notice, where the disappointed stock-holders take their losses calmly and silently and the business is simply wound up, the elevators being sold or allowed to remain idle until rented.

On one of the divisions of the C. M. & St. P. Ry. which lies partially in Iowa and partially in another state are two such companies which are making an effort to put up a brave front and struggle through another season with the hope of redeeming their losses. Their tale is brief and pointed.

One started in with great acclaim, just about a year ago, prepared to show the local producers of what sums they had been robbed in the past—notwithstanding the fact that the independent dealers gave no evidence of affluence; result, a net loss of \$2,800 and a buyer left for "parts unknown."

The other company was organized at about the same time to fight the local

grain and milling "trust"—for the town is of considerable size—and, although its elevator is paid for and free from encumbrance, a debt of \$4,300 has accumulated, putting it more than \$1,000 in the hole, without mention of the paid-up stock.

The first-named concern has now engaged an experienced grain dealer to take charge of its affairs, and with favorable conditions it might pull itself out of the abyss into which it has fallen; but the fact is the grain receipts of the place do not warrant a third elevator, there having been little enough for two, and it is only a question of time when the farmers must give up.

The other company has installed as manager a farmer whose integrity is beyond question, but who has had no experience in handling grain for shipment, and his competitors are recognized as among the best elevator men in that section. Does it seem likely that his success will be greater than that of his predecessor? This town is one in which the grain shipping business has also been overdone and it is not the farmers' company alone that will find difficulty in putting the balance on the right side of the ledger.

So the story goes. "Co-operation" is very alluring to the average toiler in any field; but there are many practical difficulties in its way, and the grain trade seems to offer a greater number than some branches of business where the principle has been successfully established. Farmers' elevator companies spring up in a section and die out again. The same thing is repeated elsewhere and yet elsewhere, until there seems to be no end to it. The epidemic, if left to itself, will probably die out in time, and any attempt to stamp it out seems only to scatter the germs. How to treat it is a serious problem; but, while the discussion of the subject goes on, it is interesting at times to pause and observe the workings of the "nature cure," as illustrated in the two instances noted above.

Sprinklers in Elevator Fires.

Automatic sprinklers have made the following record in grain elevator fires during the past 6 years, as compiled by the Standard:

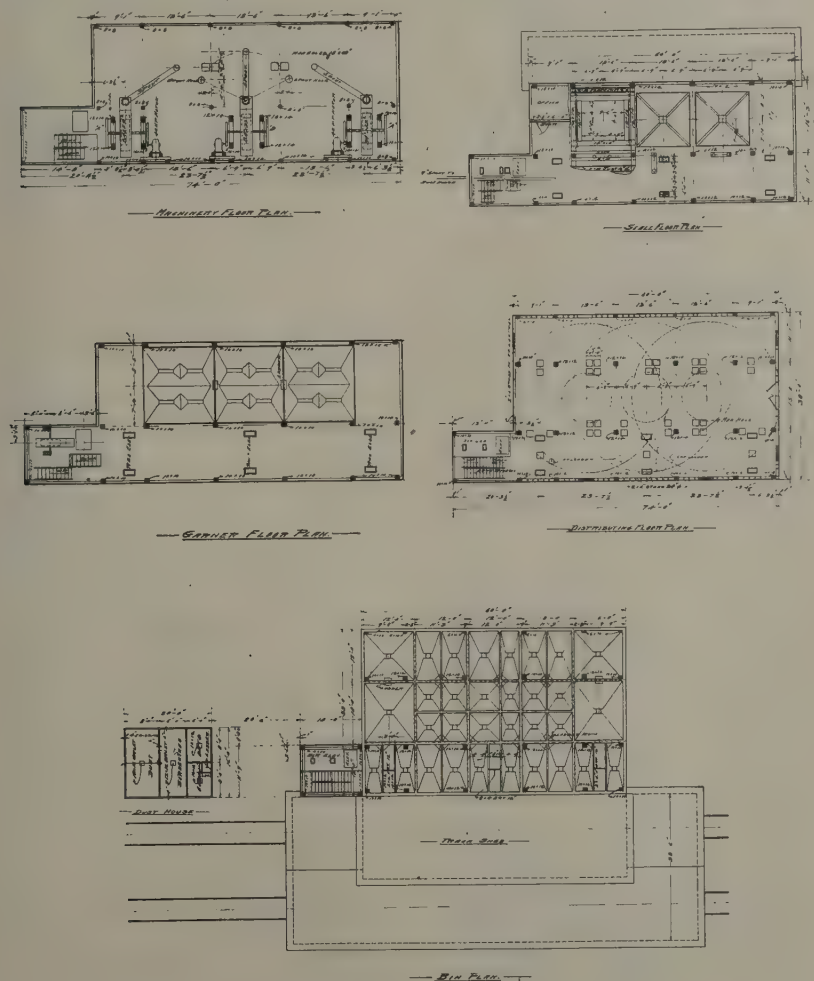
In one case one sprinkler opened and held fire in check. Fire of unknown origin in first floor. In another case one sprinkler opened and extinguished the fire.

Fire in an elevator leg was held in check by 3 sprinklers. Another fire was extinguished by 3 sprinklers. Four sprinklers opened in one instance and extinguished fire caused by oily waste behind barrel.

Eleven sprinklers opened and held in check fire caused by friction in grain cleaning machinery. One fire was extinguished by 22 sprinklers opening. The equipment was good.

Fire in the top of an elevator opened 70 sprinklers, which held the fire in check.

Four elevators equipped with sprinklers were destroyed. In one case the equipment was poor, and in another the equipment was defective, and pump used for outside sprinklers by mistake. In the third case the installation was fair, with automatic pump and tank. Severe exposure destroyed the fourth, which had a fair equipment of sprinklers.



Floor Plans Twamley's New Elevator at Omaha.

Grain Trade News

CALIFORNIA.

The penitentiary at San Quentin, Cal., is offering sacks to growers for 90 cents per hundred less than asked by dealers for foreign made bags.

CANADA.

Melita, Man.—Cheyne & Hamilton's new eltr. is complete.

Rosthern, Sask.—The Union Supply Co. is erecting an eltr. at this point.

Lethbridge, Alta.—The Columbia Flouring Mills Co. is erecting an eltr. at this station.

Alameda, N. W. T.—J. W. Knittle & Co., of Boissevain, have purchased the eltr. of J. J. Heaslip.

Enterprise, Man.—Young Bros. are erecting new eltrs. on the C. N. R., one at this point, Baxters and Wakopa.

Winnipeg, Man.—The Northern Eltr. Co. will build two eltrs. on the Pleasant Hills extension of the Kirkella branch.

Macoun, Assa.—The Andrews-Gage Co., Ltd., of Winnipeg, and the Sorlien-O'Conner Co. of Nelson, are each erecting an eltr. at this station.

Winnipeg, Man.—The Grain Exchange has amended its by-laws to make the regular meeting days of the Exchange Monday, Wednesday and Friday.

Boissevain, Man.—J. W. Knittle & Co.'s eltr. and flour mill, containing 18,000 bus. of wheat, burned Aug. 31. Loss, \$30,000, insurance, \$15,000.

Winnipeg, Man.—Harry G. Swart, formerly mgr. of the Great Northern Eltr. at Duluth, Minn., has accepted a position as mgr. of the Zenith Grain Co. at Winnipeg.

Strathcona, Alta.—The Brackman-Ker Milling Co., Ltd., has postponed the erecting of a steel grain eltr. at its mill until next year on account of being unable to secure the necessary steel.

Port Colborne, Ont.—J. A. Jameson and Deputy Minister of Railways Schreiber, will recommend the immediate calling of tenders for a 2,000,000-bu. eltr. to be built by the government at this point.

Drinkwater, Assa.—The Anglo-Canadian Eltr. Co. is erecting standard eltrs. of 30,000 bus. each, at this station, Milestone and Boharm. They will also build or purchase an eltr. at Moose Jaw.

Emerson, Man.—The Northern Eltr. Co. is erecting a 30,000-bu. eltr. on the Canadian Northern, at this station. The company is also building three or four plants on the Arcola extension of the C. P. R.

Winnipeg, Man.—Donald Morrison & Co. have engaged in the grain business with offices at 417 Grain Exchange. Mr. Morrison gained his knowledge of the grain trade in Duluth, where he was associated with A. J. Sawyer and John Miller.

Regina, N. W. T.—The annual report of the Dept. of Agriculture of the Northwest Territories for 1903, just issued by W. Elliott, commissioner of agriculture, is an illustrated volume of 213 pages, re-

plete with statistics and general information of great value to the grain dealer and the intending settler. It is the most complete report issued since the organization of the Dept. 6 years ago.

It is well known that inspectors of grain in Canada although passing an examination, are appointed by political influence and consequently have not the practical knowledge of grain from a miller's or shipper's point of view. For instance we have been informed on the most reliable authority, that grain purchased in the country for No. 3 this season, and known to be that grade was actually inspected No. 2 in Montreal, and an inspector's certificate issued as such, although in reality it only graded No. 3.—Montreal Trade Bulletin.

Winnipeg, Man.—About 60 prominent grain dealers and bankers of Winnipeg were aboard the special train to view the crops along the different lines of railway. The route was stated in this column Aug. 25. The train was in charge of Frank O. Fowler, secy. of the Northwest Grain Dealers Assn. The personal comfort and convenience of the party was looked after by the officials of the Canadian Pacific Railway with unfailing courtesy and kindness. F. W. Peters, asst. freight and traffic mgr., of the C. P. R., accompanied the party. The grain dealers are very much pleased with their trip and hope it can be made an annual affair.

CHICAGO.

Memberships in the Board of Trade are selling at \$3,550.

Nearly 500,000 bus. of wheat was delivered on contracts Sept. 1.

Hulburd, Warren & Co. have decreased their capital from \$250,000 to \$150,000.

John M. Schaack, formerly with Irwin, Green & Co., has connected himself with Bartlett, Frazier & Carrington.

F. H. Mealiff has installed two new Heine Boilers of 500 h. p. each, and new 125-ft. steel smokestack at eltr. B, Kensington.

A large number of good men have applied for the position of traffic manager of the new transportation bureau of the Board of Trade.

Over 20 shippers attended the special meeting of the transportation committee of the Board of Trade to consider rate discrimination against Chicago. A committee of 3 was appointed to devise methods of overcoming the discrimination.

Frank R. Pardridge, for many years with J. F. Harris, has gone with Kneeland, Clement & Curtis as their representative in the wheat pit.

Knight, Donnelly & Co. have appealed from the decision of the arbitration committee in their difference with Lohrke on the matter of late delivery of July wheat.

One of the Illinois Railroad and Warehouse Commissioners and 3 state grain inspectors visited Buffalo recently to investigate the rejection of shipments from Chicago.

The directors of the Board of Trade have declared the Union Eltr., operated by the Harris, Scotten Co., a regular house. The firm has leased the eltr. for one year at a rental of \$20,000.

Chas. S. Dole, one of the pioneer grain dealers of Chicago, died at Kansas City, Mo., Sept. 2, aged 85 years. He formed the firm of C. S. Dole & Co. in 1852, and later was associated with George Armour and Wesley Munger.

The transportation committee of the Board of Trade has delegated Geo. E. Marcy, John T. Sickel, E. S. Merritt, B. A. Eckhart and Geo. W. Patten to present its protest to the railroads against rate discriminations against Chicago.

The directors of the Board of Trade have approved the plan to extend the delivery hours on the last day of the month. The secy. will have power to extend the hours to give sufficient time to complete the deliveries. Members will soon vote on the proposition.

John A. Regan, supt. of W. H. Merritt & Co.'s eltr. on the Calumet River, shot himself Sept. 4. An employe heard the shot and found him dying in the office with a bullet wound in the left temple. His mind is believed to have been affected by accidental deaths of his father and sister.

A committee has been appointed by the Directors of the Board of Trade to arrange for a special train to take members and their families to St. Louis next month for Chicago Day at the Exposition. It is intended to leave Chicago shortly after noon of Thursday, Oct. 6, and returning leave St. Louis at midnight Saturday, Oct. 8. The train will be made up of sleepers and will remain near the grounds so each one can have at least an upper berth every night. The committee is composed of S. H. Woodbury, W. S. Booth, Jas. E. Bennett, U. R. Denniston and Fred Paddleford.

COLORADO

Granada, Colo.—The sale of T. A. Kyle's eltr. to H. T. Pratt was not closed, as reported, and Mr. Kyle is looking for a new buyer.

Ault, Colo.—The Wheatland Milling & Eltr. Co., incorporated, \$5,000 capital stock. Incorporators: J. K. Mullen, H. E. Johnson, R. W. Kelly, Thomas Mainland and E. M. Ryan.

Wellington, Colo.—H. B. Hoyle 'will erect an eltr. at this point to be equipped with a Howe Gasoline Engine, which will be furnished by the York Foundry & Engine Works.

ILLINOIS.

Harvel, Ill.—W. W. Adams & Co. are building an addition to their eltr.

Lake Fork Station, Ill.—Louis Zelle has purchased the eltr. of F. W. Obermiller.

Rockford, Ill.—A bucket-shop of Cincinnati has opened a branch office.

Yates City, Ill.—Mr. Parker has purchased the eltr. of M. W. Thompson.

Harvel, Ill.—The Farmers Eltr. Co. is building an eltr. at this station.

Gilson, Ill.—Mr. Potter, of Galesburg, has bot the W. H. Kiernan eltr. at this station.

Thomas, Ill.—Bartlett, Frazier & Carrington will erect a 22,000-bu. eltr. at this station.

Arcola, Ill.—Harris & Doyle are build-

ing a corn crib of 70,000 bus. capacity to be 26 ft. high, 27 ft. wide and 208 ft. long, near their eltr. on the Vandalia Line.

Wing, Ill.—E. T. Holloway, and Geo. Gibb & Son will each erect new eltrs. at this point.

Metcalf, Ill.—H. G. Epps is enlarging the plant at this point, Jessie Sta. and Cherry Point.

Walker, Ill.—Geo. L. Haight & Co.'s eltr. narrowly escaped being destroyed by fire Aug. 20.

Casner, Ill.—Chapman Bros. & Wilson are tearing down their dump and will erect a new eltr.

Pekin, Ill.—The American Distillery has increased the capacity of its plant to 3,000 bus. per day.

Chapin, Ill.—The Chapin Grain Co. recently organized, will erect and operate an eltr. at this point.

Hennepin, Ill.—The Turner-Hudnut Grain Co. of Pekin has purchased the eltr. and cribs of H. L. White.

Mendota, Ill.—The eltr. of J. H. Dole & Co. has been moved from the C., B. & Q. R. R. to the R. & S. R. R.

Harmon, Ill.—King & Hellinger have put up a new sign at their grain office advertising their business.

Cerro Gordo, Ill.—The Cerro Gordo Grain & Coal Co., incorporated, capital stock, increased from \$10,000 to \$15,000.

Cruger, Ill.—The Farmers Co. will build an eltr. at a cost of \$4,200 to be equipped with a 13-h.p. gasoline engine.

Joliet, Ill.—The Great Western Cereal Co.'s plant which has been closed since February last, resumed work Aug. 29.

Clarence, Ill.—James C. Kirkpatrick, for several years engaged in the grain business at Clarence, died Aug. 30, aged 67.

Venice, Ill.—The eltr. of the Venice Eltr. Co. was considerably damaged by the storm that recently visited this section.

Pontiac, Ill.—Chas. R. Waters, the veteran grain dealer, will soon leave for California, where he will reside in the future.

Moweaqua, Ill.—Snell & Ponting have succeeded Walker & Snell at this and the other stations at which the latter have been operating.

Sterling, Ill.—A branch office of E. H. Prince & Co., members of the Board of Trade, has been opened at this place in charge of Al. Cochrane.

Ocoya, Ill.—The Farmers Eltr. Co. recently incorporated, has purchased the eltr., corn and oat bins of Kirkpatrick, Lackland & Co., of Chenoa.

Windsor, Ill.—The Windsor Grain Co. incorporated, \$6,000 capital stock. Incorporators: S. A. Walker, M. P. Carroll and W. H. Wittenauer.

Buxton, Ill.—The Buxton Mill & Grain Co. incorporated, \$10,000 capital stock. Incorporators: August Beckmeyer, H. C. Beckmeyer and E. C. Hogan.

Culton, Ill.—Bartlett, Frazier & Carrington have purchased the eltr. of August Funfsinn for \$5,000 cash. Edward D. Peckens is manager. Mr. Funfsinn will continue in the grain business at Fitchmore.

A new charter for Chicago wud insure the abolition of the city's justice shops, make it easier to secure the conviction of

grain thieves and help to place a check on their stealing. Vote for the amendment.

Dawson, Ill.—Jas. L. Smith & Co. have completed their new 55,000-bu. eltr. The house has an oak frame, covered and sided with steel. It is equipped with modern machinery, with a passenger lift for the convenience of the operator.

Mt. Auburn, Ill.—The Russell Grain Co. incorporated, \$10,000 capital stock, and the McClure Grain Co. \$15,000 capital stock. The incorporators of both companies are N. W. Hacker, John A. Niles and Frederick Ullmann.

The Secy. of State is again calling for affidavits from Illinois corporations as to their connection with a trust and it begins to look as tho the co-operative elevator companies which bind their stockholders not to sell to anyone else have stuck their necks in the anti-trust loop.

Sycamore, Ill.—The report that Bartlett, Frazier & Carrington would erect an eltr. at Sycamore is untrue. The house is being built at Thomas, Ill., on the Rantoul division of the I. C., and will have about 20,000 bus. storage capacity, sheller, cleaner and modern improvements.

Millersville, Ill.—J. J. Stephenson and Benjamin A. Neal, of the Stephenson-Neal Grain Co., which has been doing a large shipping business in Birmingham, Ala., have gone west and bot out J. S. Miller. They will have modern eltr. and warehouse, and will be prepared to fill orders from the east and south.

Peoria, Ill.—Receipts at Peoria during the month of August, 1904, as reported by R. C. Grier, secy. of the Peoria Board of Trade, were: Wheat, 191,800 bus.; corn, 1,100,100 bus.; oats, 2,210,200 bus.; rye, 24,000 bus.; barley, 66,600 bus.; mill feed, 920 tons; seeds, 90,000 pounds, and hay 3,310 tons; compared with 115,200 bus. of wheat, 1,337,000 bus. of corn, 805,000 bus. of oats, 14,400 bus. rye, 37,800 bus. barley, 615 tons of mill feed, 120,000 pounds of seeds and 5,040 tons of hay during August, 1903. Shipments for August amounted to 192,200 bus. of wheat; 370,200 bus. of corn; 1,204,400 bus. of oats; 17,600 bus. of rye; 35,100 bus. of barley; 3,771 tons of mill feed; 60,050 pounds of seeds and 740 tons of hay; compared with 112,533 bus. of wheat, 288,000 bus. of corn, 555,400 bus. of oats, 8,000 bus. of rye, 11,700 bus. of barley, 3,133 tons of mill feed, 120,000 pounds of seeds and 1,244 tons of hay during August last year.

INDIANA.

Peoria, Ind.—Ed. Stout is a scooper.

Camden, Ind.—H. S. Case is a scooper.

Wolcott, Ind.—Thos. Jackson is a scooper.

No. Grove, Ind.—C. P. Graf is a scooper.

St. John, Ind.—Frank Grover is a scooper.

Woodville, Ind.—G. W. Case is a scooper.

Albion, Ind.—B. F. Croft is a scoop shovel shipper.

St. Paul, Ind.—Rank & Leffler are scoop shovelers.

Ramsey, Ind.—Ed. Davis and Hughes & Maynard are scoopers.

Lima, Ind.—W. C. Walker has retired from the grain business.

Dunkirk, Ind.—Racer Bros., Mill Grove,

have been trying to do a scoop-shovel business. They have no facilities whatever for handling grain.

Churubusco, Ind.—Arthur Bros., are scoop shovel shippers.

Topeka, Ind.—C. W. Graham is doing a scoop shovel business.

Cedar, Ind.—John E. Long is doing a scoop shovel business.

Gosport, Ind.—Smith Bros., are doing a scoop-shovel business.

Troy, Ind.—J. Wardleman and A. Daunhauer are scoop shovel shippers.

Greensburg, Ind.—E. K. White has been succeeded by Kemmerling & McCoy.

Walton, Ind.—Bishop Bros. have succeeded Owen Hurd & Son.—I.

Oakland City, Ind.—The Columbia Eltr. Co. has succeeded A. C. Jones.

Connersville, Ind.—E. E. Lewis and George Cain are scoop shovel shippers.

Whiteland, Ind.—O. V. Sharp has bought an interest in the Frank Dickson eltr.

Leesburg, Ind.—A. H. Brown and Joel Hall are farmers trying to sell their own grain.

Adamsboro, Ind.—Morgan & Son are attempting to do business without elevator facilities.

Le Roy, Ind.—J. E. Carson & Son from Hebron who are not regular dealers try to scoop some here.

St. Louis Crossing, Ind.—J. Shank, J. Andrews and J. Beeker at this place and C. H. Coffey, Hope, Ind., are all scoopers.

Wheatland, Ind.—Allen & Wetlan have not yet closed the sale of their eltr. reported in this column Aug. 25.

Bowers, Ind.—Clifford Jordan has succeeded Jordan & Conarroe, having bot the former's interest in the eltr.

Lebanon, Ind.—Walker & Adney have discontinued. S. S. Heath is doing a scoop-shovel business at Heath Station.

South Bend, Ind.—The South Bend Grain Co. has succeeded W. H. Barker at this station, Lydick and Terre Coupee.

Mulberry, Ind.—The Jay Grain Co.'s eltr. and mill was completely demolished by the storm that recently visited the state.

Butler, Ind.—Lowe & King are repeating their offense of last year of loading grain into car from wagons and are demoralizing the market.

Letts, Ind.—J. Wheelton does a scoop shovel business occasionally at this place and at Alert in the name of A. R. Anderson of Elizabethtown.

Winchester, Ind.—Brooks & McNees have succeeded Hinshaw & McNees, M. F. Brooks having purchased J. E. Hinshaw's interest in the firm.

Indianapolis, Ind.—Robert Bell of Lafayette will engage in the grain business at Indianapolis, with offices in the Board of Trade bldg.

Indianapolis, Ind.—The Indiana Millers Mutual Fire Insurance Co., of which E. E. Perry is secy., has removed from the Board of Trade bldg., to modern offices in the Terminal Traction bldg.

Battle Ground, Ind.—The N. A. Grabbill Co. recently equipped the eltr. of J. F. Pearson with a Victor Sheller, Corn-wall Corn Cleaner, three B. S. Constant Chain Drags and Weller Overhead Dump.

South Whitley, Ind.—The Vandalia Eltr caught fire from a spark of a loco-

motive Aug. 27, but the flame was extinguished before much damage was done. The house is operated by H. L. Combs.

Lynn, Ind.—Owens Bros., who have been operating eltrs. at New Madison and Clark Station, O., have bot the eltr. of Goodrich Bros. James Ullery, manager for the latter, will remain in the employ of the new owners.

Some dealers of the Hoosier state seem to be laboring under the delusion that only members of the assn. are considered regular dealers. This is wrong. Dealers having eltr. facilities on railroad rights of way or so grain can be spouted into cars are regular at the stations where they have the facilities.

INDIAN TERRITORY.

Afton, I. T.—Chas. Bode has purchased the Afton Mill & Elevator Co.'s plant.—J. S. W.

IOWA.

Gridley, Ia.—T. J. Hess will rebuild the eltr. that burned recently.

Webster City, Ia.—The Webster City Eltr. Co. has discontinued its grain business.

Hawthorne, Ia.—R. J. Edmonds & Son are moving their two eltrs. ¾ mile to the new track.

Vinton, Ia.—G. H. Canfield will be manager for the Northern Grain Co. at this station.

Clarinda, Ia.—Shambaugh & Son have equipped their eltr. with an improved Hall Distributor.

Melbourne, Ia.—F. H. Wallace has succeeded Dickerson & Wallace. W. N. Dickerson retiring.

Adrian, Ia.—The Walter Bowman Co., of Minneapolis, Minn., has purchased the eltr. of James Cowan.

Storm Lake, Ia.—About 50 grain dealers from northwest Iowa attended a meeting Aug. 26 at the Bradford Hotel.

Dow City, Ia.—Joe McColl and J. F. Wiley have rented and will operate the eltr. of the Stewart Lumber Co.

Stanton, Ia.—McCormick & Sons have completed their new eltr. The building is 16x28 and 24-ft. high and run by a 4½-h.p. Webster Gasoline Engine.

Carson, Ia.—The Des. Moines Eltr. Co.'s eltr., which was closed for a period of four years, was recently repaired and repainted, and is now in operation.

Rock Rapids, Ia.—Larkin & Thompson, of Madison, S. D., have bought the eltr. of Rohlk & Arp. For the present, Mr. Rohlk will remain and work for the new owners.

Grain dealers who have a vote in Representative Hepburn's district should work against him unless he will promise to withdraw his opposition to the Cooper bill. If this bill is permitted to become a law the Interstate Commerce Com'n will be able to accomplish the work for which it was brot into existence.

Armstrong, Ia.—John F. Flemming, of Flemming Bros., better known as "Jack," has opened a first class shoe store in the Grand Pacific Hotel, Chicago, adjoining the Board of Trade, where he is showing many new styles. He has branded some of them with Board of Trade terms such as "Our Option," "The Pit," etc. He retains his interest in the firm which owns eltrs. at Bonair, Gridley and Armstrong, Ia.

All regular grain dealers, receivers and track bidders are cordially invited to attend the fall meeting of the Grain Dealers Union to be held at the hotel Johnson, Red Oak, Ia., Tuesday, Sept. 20, at 2 o'clock, with a night session if necessary. Several important matters need attention. The good crop of corn now promised offers an opportunity for dealers to work harmoniously, an end which will be promoted by meeting at this time. All Iowa members are expected to be present.

Des Moines, Ia.—Representative Hepburn of Iowa, whose attitude as chairman of the Interstate & Foreign Commerce Committee of the House has been the chief obstruction to any legislation for the correction of existing transportation evils, is being vigorously assailed by his constituents, who demand that he shall withdraw his opposition to the passage of the Cooper Bill or take the chances of defeat at the polls. This campaign is entirely independent of the movement headed by E. P. Bacon of Milwaukee and is said to have originated with the livestock people, who are flooding the district with circular letters and other matter that tells the plain truth in regard to the course of the obstructionists. Similar steps are being taken, as suggested in the last issue of the Journal, to bring direct personal pressure to bear upon other Congressmen who are regarded as servants of the railroads rather than the people, and in a number of Western states it is being made one of the leading issues.—I.

KANSAS.

Toulon, Kan.—C. Hoffman & Sons have equipped their eltr. with new scales.

Pittsburg, Kans.—The Pittsburg Eltr. Co. incorporated, \$10,000 capital stock.

Gaylord, Kan.—Warren Hammond will be the new manager of W. A. Nye's eltr.

Marion, Kan.—Cherrington & Chilson have succeeded C. W. Cherrington & Co.—I.

Logan, Kan.—King & Co.'s new eltr. is complete and ready to handle the fall grain.

Huscher, Kan.—Bossemeyer Bros. are building a 7,000-bu. eltr. on the Santa Fe R. R.

Scandia, Kan.—The W. M. Chelf Eltr. Co. will erect a 20,000-bu. eltr. at this point.

Mayfield, Kan.—The Hunter Milling Co. has let the contract for the erection of an eltr.

Linn, Kan.—W. H. Callaway has bot the eltr. of Fred Hoerman, and placed Henry Raven in charge.

Lyons, Kan.—Wright & Gray expect to have the eltr. recently purchased of the Kansas Grain Co. ready for the fall crop.

Oneonta, Kan.—Geo. Scoular is erecting a 25,000-bu. eltr. The equipment will be furnished by the York Foundry & Engine Works.

Courtland, Kan.—The Home Grain Co., which succeeded A. C. Davis & Co., is building an eltr. of 10,000-bu. capacity.—A. A. Burk, Agt.

Lasita, Kan.—The eltr. of Mr. Senn was struck by lightning recently but a bucket brigade extinguished the fire before much damage was done.

Ezbon, Kan.—O. H. Schunck is increasing the capacity of his eltr. to 20,000-bus., and installing a new gasoline engine, cleaner, car loader and hopper scales.—C. M. Isom.

Concordia, Kan.—Bossemeyer Bros., of Superior, Neb., recently purchased the eltr. of G. M. Smith, who has been in the grain business here for 29 years. C. A. Lane, of Cuba, will be resident mgr.

Russell, Kan.—M. B. Miller's eltr. was the scene of a small fire recently, caused by a pulley working loose, creating a hot box near inflammable material, but a bucket of water was sufficient to extinguish it.

Conway, Kan.—W. D. Harry came very near setting his eltr. afire recently from the ignition of the gasoline as he was filling the tank too near a lighted lantern. His presence of mind in throwing out the tank was the only thing that saved the building.

Leavenworth, Kan.—Over 100 bus. of wheat was lost out of a car on the way from Leavenworth to Kansas City, thru a hole which had been whittled by four small boys. After filling two sacks with stolen grain the boys ran off, neglecting to plug the hole. Several men with shovels and sacks gathered wheat along the right of way for some distance thru Leavenworth. At every jolt the wheat was shoved over into the place made by the drainage and the leak continued. The boys were arrested and ordered out of town.

KANSAS LETTER.

Attica, Kan.—D. H. B. Crowell has completed his eltr.

Bushton, Kan.—C. L. Baker has succeeded S. C. Robbins.

Rydal, Kan.—H. B. Dickerhoof has purchased the F. B. Lucas eltr.

Jewell City, Kan.—Patrick Fay has purchased the Denton Bros. eltr.

Canton, Kan.—Fred. Kile has succeeded the H. Parker Grain Co. at this station.

Bunker Hill, Kan.—John Heard & Co. recently engaged in the grain business here.

Reserve, Kan.—A. E. Heacock has succeeded R. W. Corneilson in the grain business.

Kelly, Kan.—The H. D. Kuhn Grain Co., of Holton, has bot the eltr. of Wm. Dennis.

Home City, Kan.—E. N. Bailey, of Bailey & Connett, has the eltr. of W. F. Berry & Sons.

Wichita, Kan.—The Empire Grain Co., a new firm, has engaged in the grain business at this point.

Stark, Kan.—Thos. Wells has succeeded Wells & Farmer, having bot the interest of the latter.

Crawford, Kans.—W. E. Seaman, of Geneseo, is operating the eltr. formerly owned by F. H. Seaman.

Arlington, Kan.—C. Hoffman & Son, of Enterprise are the successors of A. B. Crabbs & Co. at this place.

Gardner, Kan.—J. B. Ward has succeeded Ward & Ayers, having bot Mr. Ayers' interest in the firm.

Pretty Prairie, Kan.—The John Collingwood Co. has again taken possession of the eltr. formerly operated by it.

Belmont, Kan.—C. T. Sykes, formerly of New Murdock, has completed his 10,000-bu. eltr. on the Missouri Pacific R. R.

Ferguson, Kan.—S. R. Overton, of Harper, is now operating eltrs. at this point, Viola and Waldron, on the Orient R. R.

Agricola, Kan.—The Star Grain & Lumber Co., of Wellsville, has succeeded the

Goffey Lumber Co., at Agricola, Baldwin, Halls Summit, Vinland and Waverly

Very successful local meetings of the grain dealers and millers of southwest Kansas were held recently in Hutchinson and Anthony, Kansas. A meeting of the dealers on the main line of the U. P. between Ellis and Ellsworth was also recently held at Hays City, Kansas.

A. C. Davis & Co. operating a number of houses in the state of Kansas have been succeeded by the Home Gr. Co., headquarters, Kansas City, Mo., at the following stations: Athol; Almena; Alta Vista; Courtland; Canton; Durham; Swight; Esbon; Galva; Groveland; Inman; Kensington; Lebanon; Lincolnville; Munden; Marion; McPherson; Narka; Norton; Paxico; Preston; Rexford; Smith Center; Solomon and Turon.

Among those having lately become members of the Kansas Grain Dealers Assn. are, Robt. Lewis, Home City; H. De Camp, Attica; Missouri Valley Gr. & Export Co., St. Joseph, Mo.; John Reeme, Caldwell; W. M. Barber & Co., Shook; S. R. Overton, Harper; A. E. Heacock, Reserve; Kelly Bros. & Co., Corwin; A. Terrall & Sons, Attica; Phillip Ochs, Jr., Boyd; Hoerman & Kappleman, Greenleaf; Edwards & Sons, Jewell City; Patrick Fay, Jewell City; Geo. Scoular, Superior, Neb.; O. A. Seaton, Jewell City; D. W. Wiley, Caldwell; Bluff City Mill Co., Bluff City; D. H. B. Crowell, Attica; Niles Gr. Co., H. W. Kueker; Stevens-Scott Gr. Co., Wichita; Empire Gr. Co., Wichita.—A. M. D.

KENTUCKY

Flournoy, Ky.—Waller, Young & Co.'s eltr. burned Sept. 2; partially insured.

Covington, Ky.—S. J. Rudy has succeeded Rudy & Wellbaum in the grain business.

MARYLAND

Baltimore, Md.—Chas. England, the well known grain dealer, has been appointed a member of the transportation committee of the Travelers and Merchants Assn.

BALTIMORE LETTER.

James E. Tyson, the oldest member of the Baltimore Chamber of Commerce, died at his summer residence near Elliott City, on 4th inst., and was buried from the Friends Meeting House in this city on the 6th inst. Mr. Tyson was a son of Nathan Tyson, the first president of the Corn and Flour Exchange; the predecessor of the present Chamber of Commerce. He was for many years actively engaged in the grain and milling business and was most highly respected.

The Commission having in charge the dock improvement, as a result of the late fire, are rapidly acquiring the property and several weeks ago submitted plans for the dock and approaches. The time for application for space in the new dock and wharf district expired on 6th inst. The space to be allotted is 1,026,882 square feet and the applications for space exceed this amount and shows that the city could readily lease to advantage considerable more modern dock and pier space. There will be a thorough sifting of the applications before any allotments are made.

The Baltimore & Ohio Railroad has awarded a contract for the construction of a new warehouse at Mt. Clare Station in this city. This is the result of a persistent effort by the hay trade of this city

for better terminal facilities and much satisfaction is expressed at the result. The hay shed will have a stone base and will be of steel construction and covered with corrugated iron. The same contractors have secured the contract for the erection of an addition to the terminal warehouse of the B. & O. R. R. at Camden Station at a cost of \$250,000.

J. Hume Smith, whose serious illness was noted in the last issue of the Journal, died at the Maryland University Hospital on Sunday afternoon, 4th inst. His funeral took place on Thursday, 8th inst., and was largely attended by many prominent business men. Mr. Smith was born in Pennsylvania and resided in Chicago at the time of the great fire in 1871. He came to Baltimore twenty-three years ago and entered the grain business under the firm name of Scharf, Smith & Co. Later he was associated with Wm. R. Hammond as Smith, Hammond & Co. More recently he was of the Smith-Gambrill Co., retiring from the grain business last January, and at the time of his death was assistant to the President of the Third National Bank of this city. He was three times elected president of the Chamber of Commerce and was serving as a director when his death occurred. The Board of Directors took suitable action at a special meeting and attended the funeral in a body.

MICHIGAN.

Nashville, Mich.—John H. Cove has succeeded Cove & Dick.—I.

Lowell, Mich.—Thomas & Bergen have succeeded Thomas & Son.—I.

Pontiac, Mich.—The C. E. DePuy Co. has built a bean eltr. at this station.

Ionia, Mich.—K. R. Smith is building an eltr. and warehouse 28x40 ft., three stories and basement, at a cost of \$3,000.

Milford, Mich.—Dennis Boyle has rented the eltr. of Stephens & Stark, which was recently sold at receiver's sale.

Uby, Mich.—The Uby Grain Co. has succeeded Sparling & Pierce with a capital stock of \$15,000, incorporators, J. H. Pierce, Geo. W. Sparling, Wm. J. Orr and J. E. Wallace.

Jackson, Mich.—W. C. Vliet, manager for the Stockbridge Eltr. Co., will assume charge of the hay dept. of the company; and O. M. Wellman will return and look after the bean business.

The annual meeting of the Michigan Bean Jobbers Assn. will be held at Detroit Sept. 14, the first session coming to order in the convention hall of the Normandie hotel at 1:30 p. m. Matters of interest to members will come up for discussion, including crop reports from members, and the following regular program: Address by Prof. C. D. Smith, director of the Michigan Experiment station, Lansing; Crops of 1903 and 1904 Compared, by James P. Wood, of Chelsea; The New Uniform Bill of Lading, by J. A. Heath, of Lenox; Improvements in Bean Machinery, by Fred Welch of Fenton; and Transportation, by W. N. Isbell, of Jackson, chairman transportation committee.

The rules of the Michigan Grain Dealers Assn. on grading wheat are: Full red wheat must weigh 50 pounds. Full price white wheat must weigh 58 pounds by the tester after being cleaned. If wheat tests one pound light we deduct two cents in price or one pound of flour in exchange. If wheat tests two pounds

light we deduct four cents in price, or two pounds of flour in exchange. If wheat tests three pounds light we deduct seven cents in price or three pounds of flour in exchange. If wheat tests four pounds light we deduct 12 cents in price or five pounds of flour in exchange. If wheat tests five pounds light we pay three-fourths of the full price. All wheat testing lower than the foregoing is worth about the price of corn for feeding purposes. If wheat is mixed with rye to the extent of one per cent to three per cent we deduct five cents per bu. in addition to other deductions. Wheat mixed with more than three per cent of rye will be bought only on special prices.

MINNEAPOLIS

Trade in oats futures on the Chamber of Commerce is brisk.

The Van Dusen-Harrington Co. incorporated, capital stock increased from \$200,000 to \$1,000,000.

The Scandia Malt & Bottling Co. incorporated, \$50,000 capital stock. Incorporators: Nels J. Blomgren, H. J. Blomgren and N. M. Crawford.

Recent applicants for membership in the Chamber of Commerce are Walter Turle of Duluth, J. J. Donahue of Chicago, A. W. Goetz and Maynard G. Rankin of Milwaukee, and D. A. Simmons, R. E. Wright and A. J. Atkins of Minneapolis.

A petition to make No. 2 northern wheat deliverable on contracts at a discount of 5 cents per bu. is being numerously signed by eltr. proprietors, commission merchants and pit traders. Millers object that the grade of No. 2 northern is not good enuf to grind.

The McCaull-Dinsmore Co. has succeeded the McCaull-Webster Grain Co. The officers of the new company are J. L. McCaull, pres.; R. A. Dinsmore, vice pres.; S. J. McCaull, secy., and A. M. Dinsmore, treas. Its shipping business will be carried on under the name Hawkeye Eltr. Co.

State Weighmaster Quist contemplates increasing the fee for weighing, on account of the receipts of the dept, having fallen off altho the grain receipts have increased. The fee is 25 cents per car. During the past crop year the total number of cars weighed at Minneapolis was 4,914 less than during the preceding year, while the 12,023,000 bus. more grain was weighed. This is caused by the cars being larger and heavier loaded.

The report that the unloading of grain at Minneapolis would be delayed one day in addition to what it is at present has nothing in it. On the other hand a movement is on foot to have all cars placed on inspection track not later than 8:30 instead of 9:30, as heretofore. The receivers of grain agree to dispose of the grain if they receive inspection before 11 o'clock, instead of 12 o'clock, as heretofore. No change is contemplated in the rules for demurrage.—W. P. Devereux Co.

One eltr. was completely wrecked and several others damaged by the tornado of Aug. 20. The house which was destroyed, Eltr. No. 2 of the Northwestern Eltr. Co. at Minnesota Transfer, contained no grain. The loss on this and the No. 1 house is \$40,000; and the company has no tornado insurance. Peter Kronstedt, the watchman, had just climbed down from the top of the building into

the engine room when the structure was overturned and crushed into a huge pile of debris. Annex No. 1 of the St. Anthony & Dakota Eltr. lost 300 ft. of the roof; and a little of the 100,000 bus. of wheat it contained was damaged by water. Loss, \$13,000. Losses of about \$1,000 each were sustained by the Electric Steel Eltr. Co., the Great Eastern Eltr. Co., the Peavey Eltr. Co., and the Exchange Eltr. Co. Very few eltrs. escaped without some damage. The smokestack of Eltr. H was blown down. One of the big steel tanks of the Electric Eltr. was bent in by the wind. About 40 sq. ft. of iron roofing was ripped off Eltr. C. of the Empire Eltr. Co. Part of the side of the cupola of the Bagley Eltr. Co.'s Eltr. X was torn off.

MINNESOTA.

Le Sueur, Minn.—Edw. Weir will operate an eltr. at this point.

Hastings, Minn.—N. J. Olsen of Minneapolis has leased the Doffing Eltr.—I.

Ada, Minn.—Amos Curtis will be the agent for the St. Anthony & Dakota Eltr. at this station.

Detroit, Minn.—The Prairie Eltr. Co. has purchased the plant of the Federal Eltr. Co.

Forman, Minn.—A. J. Vafed will erect an eltr. and flour warehouse at this point.

Audubon, Minn.—The Federal Eltr. Co. will not operate its eltr. at this point this fall.

Mankato, Minn.—The Walter Brown Eltr. Co. has established its main office at this city.

Hastings, Minn.—The creditors of D. L. Thompson, bankrupt, have declared a dividend of 25 per cent.

LeRoy, Minn.—John J. Watland is scooping here and said to have the backing of the local bank.—I.

Barrett, Minn.—O. H. Tinseth, of Stiles, N. D., will buy grain at this station for the Osborne-McMillan Eltr. Co.

Audubon, Minn.—The Farmers Eltr. Co., recently organized, has bought the Andrews & Gage eltr. for \$4,800.

Lewiston, Minn.—There is a desire upon the part of the buyer for a uniform grading and market price.—D. H. Keller.

Winona, Minn.—The Winona Malting Co. has contracted with the Minneapolis Machinery Co. for a 250,000-bu. steel storage plant.

Butterfield, Minn.—Dave Nickel, manager of the Farmers Eltr., met with a severe accident by an explosion of the gasoline engine.

Utica, Minn.—A. Malzahn, formerly with G. C. Stevenson & Co., at St. Charles, is now the grain buyer here for W. W. Cargill & Co.

Owatonna, Minn.—Chas. Jacobson formerly on the road for the International Harvester Co., of Chicago, is manager and buyer for John Kendall.

Lewiston, Minn.—D. H. Keller, formerly manager of the H. C. Hamilton eltr. at Nora Springs, Ia., is now with W. G. McCutchen & Co. as manager.

Duluth, Minn.—The Trevor Eltr. Co. incorporated, \$25,000 capital stock. Incorporators: F. A. Pierce, J. A. Pierce and Frank A. Pierce of St. Paul.

Bemidji, Minn.—E. H. Smith has built a 30,000-bu. eltr. and feed mill on the Great Northern R. R. The house will be

operated by the Bemidji Eltr. Co., E. H. Smith, L. E. Meyer and G. F. Smith incorporators, all of Duluth.

Fairmont, Minn.—Geo. Wohlheter and F. K. Porter have been appointed receivers for the Ward & Cadwell Co., the charter of the latter having expired.

Underwood, Minn.—The Underwood Grain Co. incorporated, \$20,000 capital stock. Incorporators: Peter Jensen, Lars Olsen, N. P. Pederson and N. H. Nelsen.

Hoffman, Minn.—The Farmers Eltr. Co. incorporated, \$10,000 capital stock. Incorporators: John Johnson, Swan Ausland, J. H. Wild, Anton Studlien and N. E. Rulien.

Worthington, Minn.—The Truax Eltr. Co. will operate the Swedish Eltr. which has been closed for some time. A new engine has been installed and C. L. Johns will be manager.

Mankato, Minn.—W. J. Buttschau, who has been with the Wohlheter Eltr. Co. at Fairmont, Minn., for the past five years, has resigned, and secured a position as traveler for Hubbard & Palmer Co. of Mankato.

Faribault, Minn.—While playing with the two sons of T. B. Murtaugh, mgr. of the Sheffield Mill Co.'s eltr., James Anderson, 16 years old, was drawn down under the grain and suffocated. The bin was 35 ft. deep, and the boy was covered 15 ft. deep before he was dug out by 6 men.

MISSOURI.

Mexico, Mo.—The Wm. Pollock Milling & Eltr. Co. will erect an eltr.

Kansas City, Mo.—The Dayton Grain Co. has purchased the eltr. of S. C. Lee.

Joplin, Mo.—The Hanna-Pate Grain Co. recently purchased an improved Hall Distributor.

Kansas City, Mo.—The Simonds-Shields Grain Co. has increased its capital from \$10,000 to \$50,000.

Kansas City, Mo.—The Santa Fe R. R. has made plans for the erection of another 1,000,000-bu. eltr. at Argentine, Kan.

Higginville, Mo.—Eagle Mill & Eltr. Co. incorporated, \$14,000 capital stock. Incorporators: F. H. Kueck, Chris Temple, and F. C. Hoefler.

St. Louis, Mo.—Isaac V. W. Dutcher, for many years engaged in the grain business, died recently, at the age of 87.

Kansas City, Mo.—Benjamin M. Binkley, grain broker of this city, and Miss Catherine V. Hoffman, of Minneapolis, were recently married in Omaha, Neb.

St. Louis, Mo.—The Southern Grain Co., of East St. Louis, Ill., has brot suit against the Illinois Central road to recover damages for failure to deliver 11,908 bus. corn consigned to New Orleans.

Kansas City, Mo.—W. J. Mann of the Terminal Elevators has purchased a membership in the Board of Trade and will in the future look after a portion of the concern's business on the floor.

Kansas City, Mo.—To prevent the threatened blockade the Board of Trade has complied with the wishes of the railroads and suspended for 30 days the operation of the rule requiring Kansas City weights. System cars will now go thru to destination without transfer or weighing.

St. Joseph, Mo.—W. M. Harroun has confessed to the forgery of bills of lading aggregating \$400,000. Mr. Harroun and his brother lost \$250,000 in the stock market two years ago and had to resort to forgery to keep his business moving. When a draft came due on a bill of lading, others were issued to take them up, the practice being continued for several months. The C. B. & Q. R. R. Co. had 107 of its bills forged, on which Mr. Harroun got \$137,000.

St. Louis, Mo.—A number of congressmen representing the committee on rivers and harbors have just finished a special trip of investigation on the upper Mississippi river. They will report the result of their investigation when they meet at Washington Nov. 15. They will prepare a report which will be attached to the river and harbors appropriation bill that will be read at the next session of congress. The Merchant's Exchange and the Business Mens League both sent committees to a meeting of the congressmen. Strong pleas were made for larger and more continuous appropriations by congress for the deepening of the Mississippi river from St. Louis to Cairo.

KANSAS CITY LETTER.

Albert F. Wilson has purchased the membership of F. M. Baker in the Kansas City board of trade.

B. C. Moore has become owner of the board of trade membership of H. D. Hayward.

E. G. Bigelow, of the board of trade, has gone to Chicago, where he will appear before the committee of the National Assn. in reference to the improvement in seeds.

Geo. Aylesworth, secy. of the Moffat Grain Co., has but recently returned from a trip through Ohio, where he called on a number of millers, and found them unwilling to buy at present figures, in spite of the fact that they were out of wheat and had to depend upon the western wheat.

The wheat receipts are dropping off in this market, and while the stocks in the public eltrs. have been on the increase, the great bulk of the grain has gone right through to Chicago. Of the total receipts there is only about 4 per cent of it grades No. 2 hard, and nearly all that comes in is graded No. 3 and No. 4.

Reports from Kansas and Oklahoma indicate that the farmers are the ones who are holding the wheat, and that as soon as a car accumulates in a country eltr. it is sent to market, as fast as the cars can carry it, as country eltr. men of that territory are evidently of opinion that it will not pay them to hold wheat at the present figures.—P.

ST. LOUIS LETTER.

The Hay Receivers and the Feed Dealers Assns. are getting along unusually well. Since both organizations buried the hatchet some months ago the secy. has not received a complaint as to the way hay is hauled after sold.

While the receipts of wheat keep up remarkably well, there are few cars, comparatively, that are grading. Out of over 150,000 bus. one day last week only two cars graded. No. 4's and lower grades are very plentiful.

On Sept. 7th the visible supply of oats in regular elevators at St. Louis and E. St. Louis was 951,148. From reliable authority we learn, this is not one-half of

the oats in store here, as every private elevator has a goodly stock of oats on hand. Out of the 951,148 there is 500,219 No. 2 oats. On the same date, in regular elevators there were 2,396,155 stocks of wheat and 113,124 bu. of corn.

The decision of Judge Chytraus in the case of the squeeze in Chicago July oats was received here with much interest. (It is given on page 296, this number.) We have had several cases of the same nature, most of which have been settled by specially appointed committees. The decision rendered by the committees did not favor the sellers as much, therefore it was thought the Judge was a little lenient with the bears. The decision will no doubt be used in pending cases in court.

Preparations of enormous magnitude are being made to make "St. Louis Day" at the World's Fair on Sept. 15th the largest day of its kind in the history of expositions. There will be something doing every minute and as the large majority of business houses besides several places of amusement, will close their doors and furnish their employees with tickets of admission, the chances are that all previous records of attendance will be broken. The Merchants Exchange will attend in a body. They beg to extend the most hearty welcome to all grain dealers and their friends to join them in the parade on St. Louis Day.

Two of the Merchants Exchange weighers were arrested on Aug. 30 at the instance of the Illinois Board of Railroad & Warehouse Commissioners, who claim the men were trespassing. They were stationed at regular elevators at East St. Louis where the Illinois Board has control of the weighing. The men were immediately released on bond and the trial will be Oct. 3. In the meantime the Department is still taking weights at all elevators in East St. Louis with the exception of two and will do so as long as possible. The united efforts of all dealers are needed, therefore please demand Merchants Exchange weights when shipping to St. Louis or East St. Louis.

During the month of August the Department of weights of the Merchants Exchange supervised the weighing of 6,640 cars. Out of this number there were 525 cars reported leaking at grain doors, 432 cars leaking boxes, 133 cars not sealed, and 104 cars leaking at end windows. This shows a total of 1,249 cars out of condition upon arrival or nearly one-fifth of cars handled by the bureau. Grain doors seem to cause the most trouble. Until shippers realize its to their own interest to see that cars are well coopered, it is impossible to expect good weights on all of their shipments.

NEBRASKA.

Straussville, Neb.—The Farmers Eltr. Co. will build an eltr.

Hooper, Neb.—The Brown Eltr. Co. will build an eltr. at this point.

Elgin, Neb.—M. F. Smith will operate the new eltr. of W. F. Hammond.

Kearney, Neb.—W. H. Roe is building a 26x70-foot addition to his eltr. and mill.

Grand Island, Neb.—Allan Craig is increasing the storage capacity of his eltr.

Waverly, Neb.—Ewart & Wilkinson have bot the plant of Walker & Adams.

Shelby, Neb.—Jas. Bell & Son's eltr. recently gave away under the wheat stored in it.

Wilber, Neb.—The Farmers Co-operative Eltr. Co. incorporated, \$15,000 capital stock.

Greeley, Neb.—Edw. Taylor is rebuilding his eltr. which was badly damaged by the recent storm.

Nelson, Neb.—The Lawrence Milling & Eltr. Co. will operate the Ferguson eltr. the coming year.

Nimberg, Neb.—The Twamley-Dawson Grain Co., of Omaha, has started to buy grain at the new eltr. here.

Neligh, Neb.—T. B. Hord is building a 15,000-bu. corn crib, to be 32x128-ft., near his eltr.

Madison, Neb.—T. O'Shea has succeeded O'Shea & McBride in the grain and lumber business.

Hampton, Neb.—Josh Cox is building an extensive addition, and increasing the capacity of eltr. A.

Fremont, Neb.—The Elgin Eltr. Co. has purchased the eltr. of the Nye-Schnieder-Fowler Co., for \$9,563.

Syracuse, Neb.—Robert Friend, formerly manager of the Duff Eltr. at Unadilla, will have charge of the eltr. here.

Palmyra, Neb.—Joseph Whyte, formerly with the Nebraska Eltr. Co. of Lincoln, has purchased the eltr. of T. L. Stewart.

Coatsfield, Neb.—The York Foundry & Engine Works will equip the new 20,000-bu. eltr. of Gold & Weekes with a Howe Gasoline Engine.

Odell, Neb.—The eltr. of Samuel Q. Adams burned recently. Loss, \$3,500, insurance, \$1,000. The fire started in the engine room.

Hastings, Neb.—The Sewell-Sherman Commission Co. is the defendant of a suit brought by W. J. Haynes of this place, for \$395, alleged profits on a grain deal.

McLean, Neb.—The Atlas Eltr. Co. of Minneapolis, Minn., will replace at a cost of \$15,000 the eltr. that burned Aug. 26. About 4,000 bus. of grain was burned.

Nebraska City, Neb., Sept. 5.—Weather very favorable for the maturing of corn in the past three days. Looks like continued dry weather with us. Duff Grain Co.

York, Neb.—F. P. Van Wickle is installing a Barnard & Leas Cleaner in his eltr. at this station, Charleston and Thayer, furnished by the York Foundry & Engine Works.

Graf, Neb.—The Central Granaries Eltr. was damaged recently by fire; loss \$250, fully insured. The quick work of the bucket brigade prevented the total destruction of the plant.

Sterling, Neb.—The Sterling Grain & Stock Co. incorporated, \$6,000 capital stock. Incorporators: Mike Curtin, S. R. Haynes, Wm. Kershaw, A. H. Brunke and Fred. Whehmer.

Clarks, Neb.—A large feed mill at this point was destroyed by fire Sept. 2. The cause of the fire was said to be from spontaneous combustion. The loss is quite heavy, with but very little insurance.

Omaha, Neb.—Secretary Merchant of the Omaha Grain Exchange says that the change in the freight car fee for handling freight does not mean an increase in all cases. He says: The original rate was \$6.00 per car; the new rate is 1 cent per 100 pounds, with a minimum of \$5 per car. This will make a slight advance on cars heavily loaded. The Union Pacific will take its own grain across to Council Bluffs without extra charge. Other roads

should absorb the switching charges on grain originating on their lines. In cases where grain is destined east all roads publish the same rates from Omaha as from Council Bluffs, and will protect said rates. Therefore the charges referred to do not affect this business.

NEW ENGLAND.

Bethel, Conn.—Johnson & Morrison are increasing the storage capacity of their eltr.

Wolfsboro, N. H.—Mark B. Blaisdell will succeed Eleazer Barker in the grain business.

Charlestown, Mass.—A shed of the Boston & Maine R. R. burned Aug. 23 with 1400 tons of hay.

Bethel, Conn.—Trade is good, but hard to get stuff excepting middlings.—Johnson & Morrison.

Boston, Mass.—The word new will be dropped from certificates of inspection on oats after Sept. 10th.—H. B.

Milton, Vt.—H. C. McNall, who retired from business some years ago will again engage in the grain trade at this station.

Boston, Mass.—Walter A. Penfield, a well known grain broker and member of the Boston Chamber of Commerce, has just left here to accept a position with a large mercantile house in N. Y. City.—H. B.

NEW YORK.

Rochester, N. Y.—The J. D. Davis Co. will erect an eltr. of 50,000 bus. capacity.

Batavia, N. Y.—G. W. Hickox & Son have installed an improved Hall Distributor in their eltr.

Buffalo, N. Y.—Andrew J. Holden, a well known grain dealer, died Aug. 28, at the age of 71 years.

New York, N. Y.—The Produce Exchange contemplates establishing a clearing house system for grain contracts.

New York, N. Y.—Floyd, Crawford & Co. incorporated, \$350,000 capital stock. Incorporators: F. H. Cross, of Richmond, Va., and C. B. McKay, of New York.

New York, N. Y.—The Buffalo Chamber of Commerce has made application to the New York Produce Exchange for the appointment of John Shanahan as chief deputy at this port.

Buffalo, N. Y.—The appraisal of the estate of the bankrupt firm of Heathfield & Washburn shows assets valued at \$11,031, and it is believed creditors will receive nearly 50 cents on the dollar.

Buffalo, N. Y.—The transportation committee of the Chamber of Commerce is preparing a circular containing a schedule of the time freight must be received at Buffalo in order to be delivered the same day. This circular will also contain instructions regarding invoices, billing and other important information to shippers.

New York, N. Y.—The Produce Exchange has approved the application of the Western Elevating Assn. of Buffalo, to have its warehouses made regular under the amended rules. While this does not apply to all the eltrs. at Buffalo controlled by the Western Elevating Assn., it adds 8,000,000 bus. to the regular contract storage of New York. This is of interest as being the fruition of a plan long contemplated and capable of indefinite extension.

New York, N. Y.—The Produce Exchange on Aug. 24 amended its rules as follows: "Upon application of the owner or consignee of grain, or upon cancellation of the original Lake bill of lading for grain in Buffalo by the agent of the Buffalo warehouses, the warehouseman shall issue to the person entitled thereto a warehouse receipt therefor, subject to the order of the owner or consignee, which receipt shall bear date corresponding with the receipt of grain into store; and shall state upon its face the quantity and inspected grade of the grain, and that the grain mentioned in it has been received into storage to be stored with grain of the same grade by inspection, and that it is deliverable upon return of the receipt properly endorsed by the person to whose order it was issued, and the payment of charges for storage. All warehouse receipts for grain issued from the same warehouse shall be numbered consecutively, and no two receipts bearing the same number shall be issued by the same warehouse during any one year, except in the case of a lost or destroyed receipt, in which case the new receipt shall bear the same date and number as the original, and shall be plainly marked on its face 'duplicate.' If the grain was received from canal boat or other vessel, the name of such craft shall be stated upon the receipt, with the amount it contained." The regulations provide that on sales of graded grain the tender of a regular warehouse receipt for ex-Lake grain in a regular warehouse in Buffalo shall constitute a delivery of the grain as between buyers and sellers, except in cases provided in rule 5, section VIII; provided also, the seller deducts from invoice the published at and East rail rate of freight from Buffalo to New York and one-half cent per bushel equalization and tenders not less than 5,000 bus. in any one warehouse.

BUFFALO LETTER.

The cut in storage charges by the elevating assn. brought in only 200,000 bus. It does not seem to be known whether the reduction will be continued.

The New York Produce Exchange has accepted the four steel eltrs. and the Marine Eltrs. as regular but found the insurance too high on the others.

The movement of rye seems to be a puzzle still to grain men. During August only 17,000 bus. came in by lake and still the single lot of 131,000 bus., held by an eastern party for a long time here, just as though there was no sale for it.

The Chamber of Commerce has posted a notice that "On and after September 1, 1904, the commission charge for receiving, selling and accounting for wheat consigned in carload lots by members of the Chamber of Commerce of Buffalo engaged in the grain business shall be 1c per bu.

The feature of the local grain trade is still the deluge of oats by rail. They have not begun to come much by lake, but the amount of them on the track is astonishing, some days over 250 cars of them are reported for grading. They are of very fine quality, quite few of them weighing 40 pounds or so and grading No. 1.

It was some time ago that the Corn Exchange made a move to establish itself away from the Chamber of Commerce and the fear of making a move that would weaken both bodies is over, but it is learned that the effort to secure a better building for the two bodies has not been given up and the committee on the sub-

ject is expected to report good progress before long.

The members of the lake trade are agreed that there is not much in sight for the fleet to make a profit out of this fall. With the time at hand for the usual increased movement of grain and flour there is very little sign of it. Manager Douglass of the New York Central lake line finds his business so poor that he fears he will have to lay up some of his steamers, on account of the light flour movement.

Some of the grain dealers on 'Change are doing what they can to introduce the surplus wheat crop of Maryland, in the hope that it will take the place of the State winter-wheat crop, which has left the State millers in such bad shape by its partial failure. We are using some Kansas wheat for the same purpose, but it is not popular and is used mostly because there is so little in reach that is better.

It is so hard to make a cent in the eltr. business this season that the owners are talking of advancing the shoveling rates, or doing something that will show a margin over expenses. The old days when it was held that Buffalo was injuring the New York grain route by excessive charges are so far away that they seem to be of a past age. Of course no advances will be made this season, if at all.

Canal-boat building has revived. The two yards at Tonawanda have been busy all summer. At the Follette yard three boats were launched Sept. 1, two being for the Pacific Despatch and one for W. J. Warwick of Buffalo. Much effort has been made so far to keep the canal question out of state politics. Both parties are a little afraid of it and as it has no real place there it may be let alone as it should be.

The claims of an eastern grain house, C. S. Van Patton of Burlington, Vt., that the late E. T. Washburn, whose tragic death by his own hand so shocked the whole city, had beaten it out of \$3,500 in a deal that was not recorded on his books, is a very bad showing against him, for it makes him out something much worse than a merely foolish speculator. The claim is that he, or the firm of Heathfield & Washburn, as the eastern house supposed, had bought grain for it, received \$1,000 in advances and then sold the grain at a profit of \$2,500. None of the money was turned over, so the supposition will always be that no grain was bought.—J. C.

NORTH DAKOTA.

Litchville, N. D.—Ely, Salyards & Co. will build an eltr.

Cooperstown, N. D.—Beier & Hyde will not engage in business for the present.

Wheelock, N. D.—A new eltr. will be erected here by the Delaney Bros.

New Rockford, N. D.—The Farmers Eltr. Co. has purchased an old line eltr.

Berea, N. D.—The Russell-Miller Milling Co. will operate the Great Western Eltr. this fall.

Edinburg, N. D.—The Northwestern Eltr. Co. has installed a new gasoline engine.

Willow City, N. D.—The Minneapolis & Northern Eltr. Co. is rebuilding the eltr. that burned this spring.

Sawyer, N. D.—T. N. Wold has let the contract for the erection of a 25,000-bu. eltr. at this station.

Litchville, N. D.—N. J. Olson & Co. are building an addition to and increasing the capacity of their eltr.

Shepherd, N. D.—The Farmers Eltr. Co. is building a 40,000-bu. eltr. Honstain, Bird & Co. are doing the work.

Rolla, N. D.—The Elliot-Robinson Eltr. will be the name of the new 30,000-bu. eltr. to be erected here by A. A. Robinson.

Harvey, N. D.—The Harvey Farmers Co-operative Assn. has let the contract for the erection of a 30,000-bu. eltr., and flat house to be 30x40-ft.

Sheyenne, N. D.—The Farmers Eltr. Co. has been organized, with the following directors: C. W. Hall, P. S. Peterson, E. Seastrand, C. W. Brotin and H. P. Halverson.

Hickson, N. D.—B. C. Moe, agent for the Crown Eltr., is in jail charged with having embezzled money sent him to purchase wheat, and giving the farmers time checks.

Fargo, N. D.—The North Dakota Milling & Export Co., has been organized, with a capital stock of \$10,000. The officers are William Kelso, Hallock, Minn., pres.; J. Davis, Leeds, vice-pres.; Wm. Bissell, Mayville, secy.; Wm. Tennant, Fargo, treas. The object of the company is to export the product of small mills, as it can be sold to much better advantage in large quantities.

NORTHWEST.

Moore, Mont.—The Montana Eltr. Co. incorporated, is erecting an eltr. at this point.

OHIO.

Tremont, O.—Amer Snyder has purchased the eltr. of Emerson E. Gard.

Hartland Sta., O.—R. D. Sly, of Clarksfield, has bot the eltr. of Close & Peak.

Marion, O.—A meeting of the Central Ohio Grain Dealers Assn. was held Aug. 24.

The Ohio Grain Dealers Assn. will hold a fall meeting about the fourth week in October at Columbus.

Rosewood, O.—On Aug. 26, the eltr. of Peter Weimer collapsed, precipitating 45,000 bus. of oats to the ground.

Mortimer, O.—G. Y. Laughlin, of Van Buren, has rented and will operate the eltr. of the United Grain Co. at this station.

Cincinnati, O.—The Union Grain & Hay Co. has purchased at a cost of \$10,450, a site for the erection of a branch for its plant.

New Holland, O.—Col. Chas. E. Groce has purchased the eltr. of J. H. Parks. The Colonel will also manufacture corn meal, having recently installed a burr in his eltr. at Ashville.

Avery, O.—Turner Bros. have made a claim against the United States Fidelity & Guaranty Co. for \$1,297, which F. J. Schimmoller, mgr. of their business, has failed to account for.

Toledo, O.—The loss of the contents and equipment of the Michigan Central Eltr., operated by the United Grain Co., which was \$104,000, has been adjusted at \$97,747. The salvage turned out better than expected.

The Ohio Grain Dealers Assn. has issued a report of the proceedings of the 25th annual meeting at Put-in-Bay, O.,

June 29-30, containing also a list of the officers and committees, an appeal to members and non-members for support.

TOLEDO LETTER.

C. L. Reynolds, in company with his wife, is spending a couple of months in England and France. They will return to the states the last of the month.

Kalida, O.—The Kalida Grain & Lumber Co., capital \$25,000, incorporated. The incorporators are John D. Watterson, Isaac F. Stauffer, Ormond C. Parker, John E. Roose and Levi G. Lee.

Paulding, O.—The safe in the elevator of the Farmers' Grain Co. was blown open by burglars on the night of Sept. 2, the burglars getting away with \$25.

The largest cargo of grain to leave this port this season was cleared on Aug. 26, the cargo consisting of 50,000 bus. of wheat. The shipment was made on the steamer C. S. Reynolds.

Harry S. Robinson and Oscar Hasencamp, formerly of the bankrupt Washburn-Ulrich Co., a bucket-shop concern, have drawn a suit in common pleas for \$115. The plaintiff, Nathan E. Hughes, says he gave them this amount with which to purchase stock and claims they converted the amount to their own use.

The Produce Exchange building is being remodeled throughout, and when completed, it will be a fireproof structure. Two more stories will be added to the present five-story structure in the near future. The building is owned by the Produce Exchange Safe Deposit Co., of which Mr. S. C. Reynolds is president.

The fire insurance adjusters have not made estimates on the eltr. loss proper. Workmen are yet busy removing the salvage grain and it will probably be a week or more before the representatives of the insurance companies are through. The salvage has resulted better than was anticipated. James Hodge, of the United Grain Co., says plans for a new eltr. have been drawn, but he could not state whether a new structure would be put up.

Ottawa, O.—N. S. Dean, of Gilboa, who owned and operated the grain elevator at that place up to a short time ago, was arrested some time ago by the "wet" or saloon faction of the town for disposing of liquor in a "dry" town. Dean was fined \$50 and costs and the case has now been taken to the common pleas court on error. Dean claims he only complied with the request of a neighbor for a little whiskey for a sick child, upon prescription from an attending physician, and allowed the neighbor to go to the cellar and get the liquor for which Dean says he took no pay. Dean belongs to the "dry" faction which gave cause for the action by the "wets." Dean is at present engaged as a track buyer.—H. D.

OKLAHOMA

El Reno, Okla.—A meeting of grain dealers was held Aug. 25.

Cropper, Okla.—The Home Grain Co.'s eltr. ceased operation Sept. 1.

Cropper, Okla.—McFarland & Stauffer have purchased the eltr. of W. T. Conklin.

Dakoma, Okla.—The Farmers Co-operative Shipping Asso. incorporated, \$5,000 capital stock.

Hennessey, Okla.—P. Kasebeer has succeeded S. R. Overton in the grain business.

Alva, Okla.—P. C. Emberson is erect-

ing a grain and broom corn warehouse, to be 30x84 ft.

Roocky, Okla.—The Farmer & Merchants Cotton & Grain Co. incorporated, \$7,000 capital stock. Incorporators: T. J. Wilburn, J. F. Brown, I. J. Burson, J. I. Denison, C. J. Johnston, H. E. Ferguson and J. P. Hopper of Rainey.

Cashion, Okla.—The Cashion-Lockridge Grain Co. incorporated, \$10,000 capital stock. Incorporators: H. A. Reynolds of Kingfisher; J. T. Orr and J. W. Waller of Lockridge, W. P. Pettit, G. C. Marriott of Cashion and M. J. O'Conner of Edmond.

OREGON.

Athena, Ore.—The Preston-Parton Milling Co., of Waitsburg, Wash., has bot the flouring mills here.

PENNSYLVANIA.

Exeter, Penn.—H. B. Levan is rebuilding and enlarging his feed and grain warehouse.

Philadelphia, Penn.—Bernard Deary, of the firm of Deary & Son, and a member of the Commercial Exchange, died recently, at about 75 years of age.

PITTSBURG LETTER.

Rye is now occupying a regular place in the list of quotations, and is moving fairly well. No. 1 Northwestern and No. 2 Michigan both bring the same figures, 79-1/2 to 80 cents.

There is but a nominal demand for straw, and prices are held in place only by the light receipts which marked the business of last week. It would not take a large increase in arrivals to send the market down.

Shelled corn is not so high as it was a week ago, although it is ruling above figures which prevailed the middle of last month. Receipts have been more plentiful within the last few days, and buyers are getting their wants supplied more nearly in accordance with their own views as to price and delivery than they did a couple of weeks ago. Ear corn continues to rule very firm, and for desirable grades there is no receding from the stiff asking figures which have controlled the situation for some time.

Oat receipts are at present equal to all demands, and prices, while holding their own fairly well, are not so strong as they were a few days ago. Old oats are no longer quoted, and but few of them are to be had. So far the new stock has been very satisfactory as to quality, and there is a very good showing as to business done. Two weeks ago receipts were so heavy as to upset the market slightly, but there was some falling off in the number of consignments, and a better feeling prevails, notwithstanding a slight loss in the price range.

The Pittsburg Grain & Flour Exchange has adopted new regulations for the better handling of business, and rules have been enacted which affect inspection. New cards have been placed at the railroad yards, and certificates of inspection will be given all receivers, which will be authoritative. The idea is that members of the Exchange shall attach those certificates to original bills of lading when shipping hay or grain from here, assuring the consignee he is getting what he purchased. Of course there is no compulsion in the matter of attaching the certificates, but it is hoped that all members of the Exchange will fall in line with the new

move, which is bound to inure to the credit of this market as a shipping point. Buyers are requested to ask for certificates of inspection if they are not attached to bills of lading.

Two weeks ago there was a call for timothy hay, the demand being in excess of the supply. Week before last only 91 cars of hay reached the Pittsburg market, and this was far from enough. Dealers were inconvenienced by the shortage, and were compelled to put off customers who were asking for supplies, and willing to pay stiff prices to secure what they wanted. An urgency call was sent out to shippers, and the response was liberal, the consignments arriving so freely as to cause some overstocking of the market. Prices were consequently reduced, the decline last week amounting to one dollar a ton. This relates to straight timothy, as a corresponding increase was not noticeable in the receipts of other grades. In fact the strong feature of the situation at this writing is clover hay, good bright hay of this character bringing good prices for all that can be gotten at the present time. Heavy mixed hay is steady, and arrivals are all readily placed.—C. H.

SOUTH DAKOTA.

Naples, S. D.—Thos. Englebretson will erect an eltr. at this station.

Armour, S. D.—Wait & Dana will erect an eltr. at this point, to cost \$4,000.

Lane, S. D.—The Farmers Eltr. Co. will erect an eltr. on the Milwaukee R. R.

Alpena, S. D.—Mason Smith will buy grain for the Traux & Betts Eltr. Co. at this station.

Centerville, S. D.—C. W. Thompson of Parker has let the contract to J. F. Younglove for the erection of a 15,000-bu. eltr.

Willow Lakes, S. D.—The tornado at this place Aug. 24, did a great deal of damage to the eltrs. The Northwestern eltr. was entirely wrecked, the one owned by H. J. Jacobshagen & Co. was damaged, while the eltrs. of C. H. Chase and Stoddard & Ketcham were partly wrecked.

SOUTH DAKOTA LETTER.

Peterson & Meier are a new grain firm at Ben Clare.

Tabor, S. D.—Torrence Bros. & Co. have just completed a new eltr.

The Akron Grain Co. of Akron, Iowa, has opened an eltr. at Renner, S. D.

A. D. McNary is making shipments from Burton Station (Bard P. O.) but has no eltr.

A. M. McRae has been retained this season as manager of the Thompson Elevator Co. at Howard. The new Farmers' Co. there has secured a site for an eltr. next to the lots occupied by W. C. Boorman.

Sites on the new S. D. Central R'y have been assigned and dealers are rapidly taking possession. At Colton, the present terminus of the line, A. B. Coutts & Co. have engaged in the grain business.

A large portion of the early receipts of new wheat have been going to Iowa mills, whose bids are above the prices ruling in terminal markets, and the cereal plants are taking the better qualities of oats.

There has been a noticeable falling off in barge shipments down the Missouri to Running Water and Sioux City, on ac-

count of the building of the new railroad lines, but freight rates from stations near the river are more favorable than from sections where water competition does not exist.

Sioux Falls, S. D.—Shippers on two of the lines entering this city, the Omaha and the Great Northern (Sioux Cy & Nor.) complain that they find difficulty in obtaining cars for shipment to lake-shore markets, and traveling men for Eastern grain merchants have been asked to take the matter up with their houses in the hope that the latter will be able to exercise enough influence with the R. R. Co's to secure relief from this species of discrimination, which at times is severely felt. The Omaha, being a part of the Northwestern system, is felt to be the least excusable; but some dealers are bold enough to question the right of any railroad company, which is a public servant operating under special privileges, to prevent them from billing grain—any more than other property—wherever they may deem it to their advantage to send it. As it is now, shippers on the lines above mentioned are practically limited to two markets, Minneapolis and Duluth; while those on other roads have the choice of several.—A. M.

SOUTHEAST.

Birmingham, Ala.—Merchants here, generally report trade quiet, but our district consumes a lot of corn, hay, oats and feed stuffs all the time.—Henry G. Smith.

TENNESSEE

Fayetteville, Tenn.—Wildcat bucket-shops are operating in this city.

Pulaski, Tenn.—Craig & Co. will add a 25x90-foot store room to their warehouse.

Fayetteville, Tenn.—H. K. Holman has succeeded Francis & Holman, the largest cotton buyers in this section.

TEXAS.

Cleburne, Tex.—A. H. Teeter has succeeded Ferguson & Teeter in the grain business.

Myra, Tex.—Thad Harrison, grain dealer, has filed a petition in voluntary bankruptcy. Liabilities \$20,000; assets, \$22,000.

Secy. Dorsey wires us to deny the report that money is so free in Texas that dogs are wearing gold-buckled suspenders to keep up their pants.

The Texas Railroad Commission has amended the commodity tariff, effective Aug. 31, giving ground red rice for feeding stock the same rate as corn chop between certain points.

Louise, Tex.—The Louise Storage Co. incorporated, \$5,000 capital stock. Incorporators: G. M. Sadler, G. N. Davidson, W. G. Davis, W. Thomas, C. A. Ward, J. R. Cline and J. E. Jameson. The company will store rice.

Galveston, Tex.—Grain exports for the crop year ending August 31, 1904, were 11,170,654 bus. of wheat and 3,406,373 bus. of corn; compared with 16,439,636 bus. of wheat and 4,406,373 bus. of corn during the preceding crop year, as reported by C. McD. Robinson, chief inspector of the Galveston Board of Trade.

TEXAS LETTER.

Lane City, Tex.—The Lane City Rice

Milling Co. has been chartered with a capital of \$60,000.

The uniform bill of lading matter has developed nothing since the roads declared that it was not their intention to apply this bill on shipments to or from Texas. The action of the Railroad Commission of Texas in this matter met with the hearty commendation of all shippers.—J. S. W.

UTAH.

Salt Lake, Utah.—Miller Bros., of St. Anthony, will build an eltr. at this point.

WASHINGTON.

Tacoma, Wash.—A meeting was held Sept. 2 with a view to establishing an option market.

Garfield, Wash.—Kerr, Gifford & Co. have bot the warehouse of the Farmers Warehouse Co. O. F. Rogers of Atlanta, Ore., will be manager.

Pullman, Wash.—The local agent for the Northwestern Warehouse Co., has sold 750,000 grain bags and expects to reach the 1,000,000 mark before the close of the season.

Tacoma, Wash.—Grain receipts for the month of Aug., were 585 cars, of which 519 were loaded with wheat, 30 oats and 36 with barley. The month of Aug. last year, which was considered as a record breaker in the total receipts, recorded 348 cars, 272 of which were wheat, 13 oats, 33 barley and 10 corn.

Pullman, Wash.—The Red Russian variety is unusually good this year and is freer from smut than the club variety, while it yields from ten to fifteen bus. more an acre than club. Dealers decided to dock the Red Russian variety 2 cents a bu. this year, because, as a rule, it is lighter than other varieties. This year it is testing from 59 to 60 and is of fine quality and ought to go at the same price as other wheat. It is one of the best varieties marketed here this season.—G. W. Ford, agt., N. W. Warehouse Co.

WISCONSIN.

Almond, Wis.—David Hicks will buy grain here this season.—I.

Berlin, Wis.—Hollis, Stedman & Sons are buying grain at Wautoma.—I.

Hixton, Wis.—The McDermid, Miller Lumber Co. has opened an elevator here.—I.

Eleva, Wis.—Jerome Rossman has engaged in the grain business at this station.—I.

Milwaukee, Wis.—Memberships in the Chamber of Commerce are selling at \$500.

Columbus, Wis.—J. H. Kurth & Co., maltsters and grain shippers have been succeeded by The Kurth Co.—I.

Superior, Wis.—The eltr. of McCabe Bros. was slightly damaged by lightning Aug. 23.

Roberts, Wis.—The Wisconsin Eltr. Co.'s new eltr. was completely disabled by the recent storm.

Superior, Wis.—The Farmers Grain Co. incorporated, \$50,000 capital stock. Incorporators: Homer T. Fowler, W. D. Dyer and Ben Erickson.

Milwaukee, Wis.—It is said that the proprietors of private eltrs. contemplate changing the Chamber of Commerce for the use of their scales.

Pres. R. E. York of the Wisconsin Grain Dealers Assn., has appointed the following arbitration committee: R. B. Clark of Chippewa Falls, Louis Laun of Elkhart Lake, and H. Clausen of Fox Lake, Wis.

Milwaukee, Wis.—The claims of the victims of the Mack Commission Co. aggregate about \$200,000, with assets of about \$4,000. Had the misguided patrons of this bucket-shop invested this large sum on a legitimate Board of Trade it would have had some effect in giving the farmer a higher price for his wheat.

Milwaukee, Wis.—The new rule adopted by the Chamber of Commerce on oats contracts is as follows: All contracts for the purchase or sale of oats in this market, unless otherwise specified, and except as provided in Sec. 1 of this rule as to Chicago warehouse receipts, shall be understood to be for No. 1 white, old or new, test weight, 34 pounds, and this grade shall be deliverable and shall be received in fulfillment of such contracts.

Manitowoc, Wis.—The Northern Grain Co., operating several eltrs. at Manitowoc, has ordered a No. 5 Hess Pneumatic Grain Drier and Cooler, to be erected without delay. This is the second machine purchased by the company, the first one having been in operation the past six years at another eltr. in the same city. The prospect of an immature corn crop and the growing demand for kiln-dried corn, regardless of seasons, has led the company to greatly increase its drying facilities.

MILWAUKEE LETTER.

The membership of the late Senator Mitchell was recently sold for \$450.

Memberships in the Chamber have been transferred from their former owners to John Lawrence, Alexander Oppen, A. M. Kayser, B. J. Burns and Curtis C. Brett.

Manager W. C. Duell of Bartlett, Frazier & Carrington is prominent in the pit now-a-days, owing to the enforced absence of that company's former traders.

Almost all of the rye received this year is of excellent quality and sells well. Oats are firm. In corn there is little doing. The seed market continues steady.

The handling of salvage grain has become an important local industry and one of the elevator companies here which makes a specialty of it is having all it can do in this line at present.

Congressman Otjen of this district, who has done such excellent work in behalf of the commercial interests of the country, is threatened with retirement by the socialists, the increase of whose voting strength has become prodigious.

Eastern shippers state that they are unable to place "feed barley" in any quantity, as they usually succeed in doing at this time of the year, owing to the high range of prices, which they say are considerably above an export basis.

Milwaukee has suffered a material loss in the death of A. C. Zinn, who was one of the pioneers in building up the great barley market here. Some time ago he retired from active business, but he served as a director of the American Malting Co. and took a lively interest in all things pertaining to the trade.

Maltsters are eager buyers of sound, plump samples of barley, particularly those from Wisconsin and Minnesota, although receipts from Iowa find ready sale this

year on account of the great improvement in quality over that of preceding season. Indeed, some buyers show a decided partiality for the last named variety. Low malting qualities and light weight samples, particularly the "shoe-peg" sort from S. D. are neglected. Arrivals are increasing in volume daily.

One of the greatest obstacles to trade between Milwaukee and Kansas City has been the insistence of sellers in the latter market upon the acceptance of their weights and inspection, for neither of these are well regarded here. It is, therefore, a source of satisfaction locally that the K. C. Board of Trade has partially suspended the rule in regard to weights, and with some improvement in the inspection service on the banks of the Missouri there will be more doing with this portion of the Michigan shore.

There is an active demand here for new northern wheat and receipts are not equal to current requirements, even with the curtailed production of flour by the local plants. Choice samples on spot sell at a premium of a cent over offerings of the same grades "to arrive," but bids are being freely put out for the latter. Indications point to an active market during the first few weeks of the fall, as millers expect to operate to the full capacity of their plants as soon as the flour market settles down again.

The receiver of Hadden-Rodee Co. is finding considerable difficulty in searching out the debtors of the company as well as in ascertaining the value of certain assets such as notes, mining stock, etc. The work has been carried on steadily since bankruptcy proceedings began, and creditors who have been looking for a settlement will have to possess their souls in patience some time longer. Some of those who were caught are country eltr. men, particularly of Wis. and Ill.

R. R. Commissioner Thomas, having brought to a close his investigation regarding the matter of rebates alleged to have been paid to favored shippers, will now take up the correlative subject of discrimination against the producers and smaller business men of the state in favor of the larger interests. Mr. Thomas states that affidavits have been filed with him setting forth the facts in a number of specific instances and interesting developments are expected. Gov. LaFollette in a two hours' address at the State Fair on the 7th inst. spoke mainly of the discriminations in rates from which this city suffers.

Indications point to large offerings of flax here this fall, which is gratifying to the crushers, who found difficulty last season in securing adequate supplies. Inquiries as to the market are being received from Nebraska, although, ordinarily that section does not furnish any seed for the Milwaukee market. Dealers in the N. W. find it to their advantage to ship here not only because of the more lenient inspection but also owing to the fact that should the market become overstocked the seed can be sold by grade in Chicago and forwarded without extra freight.

E. P. Bacon, chairman of the executive committee of the Interstate Commerce Law Convention, has addressed inquiries to the organizations represented by his committee, now 313 in number, as to the advisability of holding another convention at St. Louis to formulate plans for the coming campaign before Congress in the interest of the Quarles-Cooper Bill. Most of the responses thus far received have been em-

phatically in favor of the proposition and many have already appointed delegates. It is probable, however, that the date will be postponed to some time in Oct., instead of being made Sept. 20th as at first suggested; so as to give opportunity for a larger representation than is possible on such short notice. Such is the recommendation of a number of leading organizations.

The amendment to the rules creating by a large majority; but in some way the two new grades of barley, Dakota Standard and No. 2, was lost by a vote of 90 to 22. This result occasions considerable difference of opinion and some acrimonious comment on the part of a number of the "cash" grain men who desired the change for the good of the market. Originally the amendment was generally favored and seemed certain to go through impression was spread abroad that Dakota barley is "hard, flinty grain that does not malt as well as other grades" and that giving it a separate grade would "drive down the price and keep it out of the Milwaukee market," all of which is bosh pure and simple. The amendment was intended particularly to apply not to North Dakota barley, of which comparatively little comes to this market, but to the excellent varieties now raised in South Dakota, an increasingly large quantity of which is received here year by year. There is no objection to the latter in itself; indeed, it finds a ready sale; but maltsters do not want to have it mixed in with other barley on account of its different germinating properties. In the opinion of those most vitally interested this market has missed a good opportunity to improve its reputation with Eastern buyers, but the matter will probably be brought up again later on, and if the amendment was defeated through an honest misapprehension there is likely to be a change in sentiment when the facts are known. Some of the "cash" trade believe, however, that there was "spite work" on the part of what they are pleased to term the "option gang," which has not had things quite as much its own way as it desired but which can muster a large vote on the floor at any time in comparison with the sample men when the latter are not prepared for opposition. What have pit traders to do with barley inspection, anyway?—I.

Government Seed Tests.

Tests of seed for mechanical purity and germination are being made by the U. S. Dept. of Agriculture free of charge, when the following particulars are given:

Kind of seed; sender's mark; name of seller; address of seller; price paid; when grown; where grown; name of sender; address of sender; date.

Samples of redbot, bluegrass, timothy and all smaller seeds shud weigh 1 ounce; alfalfa, clover and sorghums, 2 ounces; all the larger grass seeds such as rye grass, brome grass, orchard grass and millet, 2 ounces; cereals, corn, peas, beans and other large seeds, 4 ounces.

A fair average sample shud be taken, and addressed to Seed Laboratory, U. S. Dept. of Agriculture, Washington, D. C.

The Philippine imports of beans and peas for the nine months prior to April 1 were 45,255 bu.; compared with 87,709 bu. during the corresponding period of the preceding season.

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Saves Time, Money and Prevents Errors.

It shows at a glance or with the simplest addition the cost of any quantity of grain at any possible market price and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.

Quantities are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the quantity column; the smaller the hundreds only.

The complete book comprises four sets of tables as follows:

No. 31. **Oat Values** 10 to 79 cts. per bushel and reducing any weight to bushels of 32 pounds. Bound in manila. Price, \$2.00.

No. 32. **Corn, Rye and Flax Seed Values**, 10 cts. to \$1.09 per bushel, and reducing any weight to bushels of 56 pounds. Bound in manila. Price, \$2.00.

No. 33. **Wheat, Clover, Peas and Potato Values**, 30 cts. to \$1.59 per bushel and reducing any weight to bushels of 60 pounds. Bound in manila. Price, \$2.00.

No. 34. **Barley and Buckwheat Values**, 20 cts. to 1.49 per bushel, and reducing any weight to bushels of 48 lbs. Bound in manila. Price, \$2.00.

These tables can be used for Timothy Seed at 45 pounds per bushel and for Corn in the Ear at 70, 72, 75 and 80 pounds per bushel.

No. 35. The complete book contains the four sets of tables, printed on best linen ledger paper and bound in cloth half leather. Price \$6.00 per copy.

No. 36. The same as No. 35, but printed on 80-lb. book paper. Price \$5.00 per copy.

For any of the above, address

Grain Dealers Co.,
10 Pacific Ave. Chicago, Ill.

Wheat Rust.

BY W. A. WHEELER, BOTANIST, SOUTH DAKOTA EXPERIMENT STATION.

The season of 1904 has been an especially disastrous one for the wheat crop of South Dakota and neighboring states. The season, which opened very favorably for the growth of wheat and other small grains, promising fair returns, ended disastrously thru the ravages of the rust. The newspapers and agricultural papers have published varied accounts of the rust, some of which have been wholly or in part correct, while others have been absolutely false. Many facts in regard to the life history of rusts in general are well known to scientists. Many others are, however, doubtfully understood, and these problems still remain to be solved. The object of this bulletin is not to present any absolutely new facts to the public, but to present in brief those facts which have been known for some time, and others which have been secured by investigators during the past few years of research.

With rusts the life histories are very much more complicated. There are many species of rust growing upon all of our cultivated grains, grasses and many of our weeds, trees and other cultivated plants. They are ordinarily called rusts because certain stages resemble in color the rust of iron. This is as far as they are connected in any way with the rusts of metal. The rusts of wheat are those in which the greatest interest is taken at present, and are the ones which it is my purpose to describe here briefly. There are several kinds of wheat rusts existing in the United States today. The exact number of species is doubtful. There are probably, however, at least three. The one which seems to have caused the greatest losses to the wheat crop of the Northwest is the black stem rust of wheat. All the species of wheat rust live alternately upon different host plants. The black stem rust is supposed to pass through one stage upon the wheat, the next upon the Barberry, and then back to the wheat again. Another species alternates between the wheat and members of the buckthorn family. Still another species alternates between the wheat and the members of the borage family. All of these species or kinds of rusts are better known upon wheat plant than they are upon the other host plants, and many facts still remain to be discovered as to the relations between the various kinds of wheat rusts and their other hosts. It is probable that there are other plants upon which wheat rusts occur of which we have no accurate knowledge.

The black stem rust of wheat may be discovered early in the season upon the stems of the wheat and exhibits itself as red lines upon the surface of the wheat plant. These red lines are formed by the breaking of the covering of the leaf or stem and the forcing out of red spores or reproductive bodies of the rust plant which is living within the wheat plant. This stage is commonly called the red rust. The red rust spores, or summer spores, may be scattered by the wind from one wheat plant to another, or to thousands of other wheat plants. They lodge upon the leaves and stems of the wheat, and under favorable conditions of heat and moisture they germinate there, forming new threads which enter the plant through small pores in the surface of the leaf and stem.

As soon as the threads have gained an entrance to the new plant they grow very

rapidly, taking up nourishment from the wheat plant, and in a short time they are able to project new red rust or summer spores through the surface of the plant in which they grow. These red rust spores may then in turn be blown to other wheat plants, and so on through the summer season. From these same threads growing within the wheat plant are produced late in the season, or as the wheat is beginning to ripen, masses of black spores.

The black spores, or winter spores, arise from the same slits in the surface of the leaf or stem from which the red rust spores arose, or they may arise from new slits in the surface of the plant. The black spores do not blow about as do the red rust spores, as they are fastened firmly to the threads of rust in the wheat plant by short stalks. These black or winter spores do not in any way that is known infect other wheat plants. They have been known, however, to live through the winter and bring about infection the next year on Barberry bushes. They do not infect Barberry bushes directly, but germinate upon the old wheat stems where they are formed, producing several small spores, which may be blown to the leaves of the Barberry bushes, thereby bringing about infection much the same as the red rust spores bring about infection upon the wheat plant. The threads of the rust arising from this infection on the Barberry leaf enter the leaf of the Barberry and grow much the same as in wheat. The lower surface of the Barberry leaf is finally broken and orange colored spores are given off. The ruptures in the Barberry leaf, however, do not appear like those of the wheat. They take the shape of very small cups and are grouped together in patches upon the leaf. From their appearance upon the leaf of the Barberry this stage is spoken of as the cluster cup stage of the rust. From these small cups are produced chains of spores. As the oldest spores at the outer ends of the chains are given off, young spores are formed at the opposite end. In this way great numbers of spores can be distributed from these cups in a short time.

Upon the other surface of the Barberry leaf are formed slight structures, producing spore-like bodies, the function of which has not yet been discovered. It is probable that these spore-like bodies perform no necessary office in the life history of the rust as it exists today. The spores from the cluster cups may be blown from the Barberry to the wheat plant, producing a new infection early in the season. These infections of the wheat plant will in turn produce the red rust or summer spores, and later in the season the black rust or winter spores.

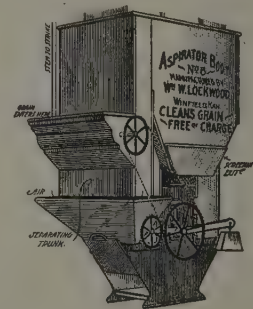
These facts represent the round of the life history of the black rust in wheat as it has been worked out by European investigators and verified by some American investigators. There is no doubt that this represents a life history which occurs in Europe and many places in the United States. It is doubtful, however, that it is necessary for the wheat rust to follow these stages in the succession as given here, alternating from the wheat to the Barberry and Barberry to the wheat. There are so few Barberry bushes in many parts of the United States where the rust causes great damage to wheat that it seems very improbable that the Barberry is a necessary host for the cluster cup stage. It may be that other plants besides the Barberry may serve as hosts for this stage of the black stem rust. A great

many experiments have been tried in infecting wheat from cluster-spores of other plants besides the Barberry, but none of these have as yet been known to produce the black stem rust of wheat.

It is probable also that the wheat plants in warmer climates may continue the red rust spore production throughout the winter season, thus making the Barberry stage an unnecessary stage to the continuance of the rust from year to year. Where winter wheat is grown in warmer climates it may be that the threads of the rust in the leaves or stem of the wheat plant live through the winter and produce red rust spores the following season. In cold or temperate climates experimenters have been unable as yet to demonstrate this.

An Aspirator Boot.

In the accompanying engraving is shown a new type of an eltr. boot for which many good points are claimed. It is called an aspirator boot on account of all grain having to pass thru an air current before going to the cups. The boot proper is made from either iron or wood.



The separating trunk and sections of eltr. legging are built of seasoned lumber, filled and varnished. The feeder is located in front of the separating trunk, and is driven by a sprocket from the boot shaft. The feeder is provided with a strike plate to regulate the flow of grain to suit the eltr. buckets. This strike plate is operated from the work floor same as an ordinary feed gate.

The feeder and separating trunk are very large, delivering the grain in a thin broad stream, which falls to the boot against a strong current of air, taking out all light substances and depositing the heavier portions as screenings, while the dust and chaff are blown out thru the fan. The fan can be located at any convenient place, the inlet of which is connected with the top of the boot.

The boot is practically non-chokable. No grain can enter the boot except thru the feeder. When the eltr. stops, the feed also stops. The boot is made by Wm. W. Lockwood.

The declines are the only manipulation seen in the wheat market now, and the only unnatural course it is forced into. The true tendency is steadily upward by reason of scarcity. The degree of scarcity alone fixes the limit of high prices in wheat. Millers and merchants daily yield to the inevitable, but speculators are fighting for their prejudices and misconceptions. They remember that wheat once sold for 50 cents a bushel, but forget that that period of ruinous prices is one of the reasons why it may now reach as high as \$1.50 a bushel.—E. W. Wagner.

Grain Carriers

Lake grain freights are dull. Grain traffic on the Alton road is heavy.

The ideal bill of lading protects the interest of the carrier as well as the shipper.

Line steamers are moving a considerable aggregate of grain out of Chicago.

Work is said to have been begun on an extension of the Great Northern from Mohall, N. D.

A road 30 miles in length is being constructed between Mineral Point and Highland, Wis.

Surveys are being made for a branch of the C., H. & D. from Dayton, O., to Richmond, Ind.

Three vessels have been chartered to load grain at Baltimore for New York, which is unusual.

In fat years all shippers prosper; in lean, only those who can ship goods at minimum cost.—Freight.

Lake grain insurance was advanced Sept. 4, 5 to 45 cents per \$100, to continue until Nov. 30, when the rate will be raised to \$1.05.

The Anchor Line Steamboat Co. has been incorporated with \$1,500,000 capital stock, to establish a line on the Mississippi River between St. Louis and New Orleans.

The Wisconsin Central has declined to withdraw its cut rate on coarse grains, because certain eastern lines have not supported the request of the Central Freight Assn.

Traffic managers of eastern lines refused Aug. 30 to act on the petition of the Chicago Board of Trade to extend to Mississippi River crossings the rates on grain thru St. Louis.

All cargo records were broken Sept. 3 by the steamer Sahara, which cleared from Duluth for Buffalo with 320,000 bus. of flaxseed, the insured value of vessel and cargo being \$750,000.

The underwriters have changed the date of expiration of grain insurance to correspond with the end of vessel insurance on the great lakes, Dec. 5. Heretofore grain insurance expired Dec. 1.

Rates on grain and grain products from Ontario points to the principal points in the Maritime Provinces offering water competition have been reduced 2 cents per 100 pounds by the Canadian Pacific and the Grand Trunk roads.

Lines eastbound from Chicago contemplate abolishing the two bureaus at Chicago in charge of Paul Rainer and C. L. Carman, and basing rates on Chicago, Peoria and St. Louis, instead of the proportional rates based on the Mississippi River.

Davenport Bros. & Co., of Helena, Ga., have filed complaint with the Interstate Commerce Commission against the Southern and the Seaboard Air Line, alleging unjust discrimination in rates on grain, flour and hay in favor of Cordele and Fitzgerald, Ga.

John M. Glenn has sent a letter to members of the National Shippers Assn. recommending that the shippers refuse

to sign the uniform bill of lading; and that shippers insist that the words "not negotiable" be stricken out from all "order" bills of lading. It is further recommended that shippers use their present bills of lading and shipping receipts.

In compliance with the request of the transportation committee of the Chicago Board of Trade the lines east of Chicago have refused longer to be a party to the rate of 20½ cents on coarse grains from Minneapolis and St. Paul to New York. The northwestern lines may make their own rate; but the eastern lines will add to it 17½ cents from Chicago to the seaboard, after Sept. 11.

Grain terminal charges between Omaha and Council Bluffs have been changed by the Union Pacific road. Grain destined to Chicago and other Eastern points will in the future pay a rate of 20c a ton, and be delivered to connecting roads at Council Bluffs. Formerly a switching charge of \$3 per car was made, and the cars delivered to Omaha. This charge has the effect of increasing the rate on grain from \$3 to \$5 per car. Connecting lines have thus far absorbed the extra charge.

A series of interesting experiments has been made by the Intercolonial Railway of Canada, regarding the actual cost of the transportation of grain. The Intercolonial tests have been placed before the Canadian Parliament with a view to showing what the building of the Grand Trunk Pacific would mean to the immense wheat-producing areas of the Northwest. The statistics disclosed the fact that the Intercolonial can haul wheat over the entire length of the road, a distance of 828 miles, for 2.27 cents a bushel.

The Montreal Transportation Co., which carries nearly all the Lake Ontario grain, Jas. Richardson & Sons, grain exporters, and others having practical experience in the lake trade, urged on the Dominion government at a meeting of the transportation commission some time ago the enlargement of the waterways so as to permit a vessel of 225,000 bus. capacity carrying grain from Fort William to end of Lake Ontario without breaking bulk. Instead of deepening the present Welland Canal it was proposed to build an enlarged canal on a new route with 8 locks instead of the present 25. Under the improved conditions the cost of transportation from Fort William to the ocean steamer at Montreal would be 3.375 cents per bu.; against 5.125 at present.

The Crop Expert's Last Guess.

There is a story going the round that is decidedly too good to be kept out of print. One of the crop experts from the south was standing with hands deep in his pockets on the platform of one of the small stations in southern Manitoba one day this week, when a farmer approached and asked his opinion of some heads of wheat he carried. The great man took them, rubbed out the heads, tossed them aside, and said: "No good, no good at all, my man! you had better burn it; never pay for cutting."

"But I can't burn it," objected the farmer.

"Why not?" demanded the expert.

"Well, because I thrashed the field yesterday, and it went 15 bushels to the acre from the machine."

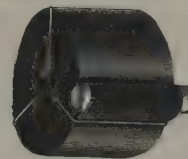
Curses not loud, but deep, were in order, and order was duly maintained.—Winnipeg Telegram.

SPEAR SAMPLE ENVELOPES

do not burst, break or leak. They deliver grain samples to destination intact and in good condition. Samples upon application.

Manufactured by Heywood Mfg. Co., Minneapolis, Minn.

The Whitman & Barnes Mfg. Co.



TRANSMITTING CONVEYING ELEVATING

Chicago Cincinnati St. Catharines, Ont. New York Kansas City London, Eng. Minneapolis, Minn.



Belting Pulleys

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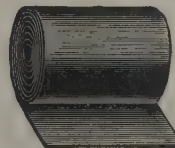
ANYTHING - EVERYTHING ELEVATOR SUPPLIES

Tell us what you need and we will quote you prices that are right

Ft. Dearborn Belting & Supply Co. 161 E. Lake St., CHICAGO, ILL.

BELTING

FOR CONVEYORS AND ELEVATORS ALSO Fire Hose, Packing, etc.



We furnished the belting for the Pioneer Steel Elevator. Let us figure with you.

GUTTA PERCHA & RUBBER MFG. CO., 96-98 LAKE ST., CHICAGO. BROWN & MILLER, Managers.

Every Power User

can easily keep belts in perfect working order with

Conner's Belt Tightener

Stretches any belt to proper tension. Readily applied; one man does all the work. Clamps can't slip nor mar. No wrench needed. Strong, durable, economical—a great time and labor saver. Write for full description and prices.

Conner Belt Stretcher Co. 101 Conner Street, Pendleton, Ind.



Seeds

Clover seed is reported promising in the Pennsylvania Weather Bureau report of Sept. 6.

Maria Stein, O., Sept. 3.—We have a nice crop of clover and alsike, the latter being a poor quality tho.—Henry Kramer.

The Illinois Weather Bureau reports that the second crop of clover is ripening and promises a good yield. Some cut and hulling begun.

Chariton, Ia., Sept. 9.—Usually we ship about 75 cars of timothy seed from our stations, but this season we do not expect over 35.—H. B. Stuart.

The business of the Harry N. Hammond Seed Co., Ltd., was advertised to be sold at public auction Sept. 6, including the warehouse at Bay City, Mich.

The Kentucky crop report of Aug. 30 states that a fair crop of millet has been saved. Considerable clover has been cut for seed, and a good yield reported.

Philippine imports of flax and timothy seed for the nine months prior to April 1 were none; compared with 5,819 lbs. during the corresponding period of the preceding season.

The timothy seed movement is somewhat retarded by prevailing prices which look low in comparison with former seasons. The quality is generally good both north and south.—F. E. Winans.

The Philippine imports of clover seed for the nine months prior to April 1 were none; compared with 120 lbs. during the corresponding period of the preceding season, as reported by the War Department.

Salt Lake, Utah, Sept. 6.—Present crop conditions indicate an unusually good yield of alfalfa seed in this section. The harvesting of seed begins the latter part of the present month and it is usually about Nov. 1 before seed is ready to move.—Vogeler Seed Co.

Conrad Appel of Darmstadt, Germany, writes under date of Aug. 24: Red clover will most likely be very short owing to the damage done by the drouth. Alfalfa seems no better. Crimson clover yielded a fair crop, especially in France. Sainfoin has also suffered from the dry weather. Bromus inermis, on the other hand, was damaged by excessive rain.

Salt Lake, Utah, Sept. 6.—The prospects for alfalfa seed are for an increased yield in Utah this season. Probably about 20 per cent larger than 1903. There were, however, two very cold nights in August and we cannot tell yet whether the quality has been affected by the low temperature or not. I do not think grasshoppers have done as much damage as usual. Harvesting of alfalfa seed will proceed in about two weeks and we shall then have a clearer idea of the prospects both as to quantity and quality.—Sam Williamson.

A Maryland dealer writes C. A. King & Co.: We are pleased to report the largest crop of clover seed now being cut and threshed that has been raised in Western Maryland for fifteen years. The yield is wonderful. One of Carroll County's best farmers just reports a yield of forty bus. of prime clover seed cut and threshed on fifteen acres. We have other reports of large yields, so that we will be able to sell and ship a great deal

of clover seed this fall and winter. We have for years been buyers of seed in the west and other points.

Seedsmen are compelled to keep different grades of clover, as of other seed, to supply the demand for seeds of different prices. The difference in the grade is due to the difference in quality, and as a rule the quality decreases more rapidly than the price. The quality of any lot of clover seed is either natural—that is, due to the condition of the seed or of the field in respect to weeds or the thoroughness of cleaning—or it is artificial. In the latter case two or more lots of different grades have been mixed to produce a new grade of the desired quality, or the clover seed has been mixed with some adulterant, usually yellow trefoil or small-seeded Hungarian grass.—A. J. Pieters, Division of Botany, U. S. Dept. of Agri.

A large amount of dock is coming in clover seed this year. It is very detrimental and the dealers here seem to kick on it more than they did on buckhorn a few years ago. A good many samples that we get, on first glance the dock doesn't show up and one would want to grade it around No. 2 or even Prime, and then on close examination it is just loaded with dock and it brings the grade down to Rejected. Every shipper knows what dock seed is, but he should examine every lot of seed closely and see that it hasn't got it in, and if it has it in, to buy it accordingly. A few years ago the discount on buckhorn seed was heavy but in recent years the dealers are able to handle it to better advantage and they don't discount the price any more than if it had the same amount of smartweed or dock.—J. F. Zahm & Co.

A Hamburg, Germany, seed dealer writes C. A. King & Co. regarding the prospects of the red clover crop: Austria:—About 40 per cent. of an average. Hungary:—Almost failure of crop, perhaps 25 per cent. of an average. Poland:—The same, perhaps only 20 per cent. South of Russia:—Half of an ordinary yield. Centre of Russia:—Scarcely an ordinary yield. North of Russia:—Yet undecided, probably not large. Belgium and Luxemburg:—About 70 per cent. of an average. North of France:—Considerably below the usual. Centre and South of France:—A quarter of ordinary result may only be looked for. Italy:—Poor crop, less than a medium. England:—Not fixed yet; prospects are not unfavorable. Germany:—We don't expect, at present, more than a fifth part of the average. Chili:—About 2000 to 2500 tons, against 1500 to 2000 tons exported last season. From the above you may construct a fair idea of what to expect from the forthcoming crops of red clover in Europe. The picture so far is unfortunately not a very bright one.

There seems to be much speculation as to the future of clover seed. Ernest W. V. Kuehn says: "I do not know what is the cause for the present decline in the price of clover seed other than the advent on the market of the early part of the crop which invariably shows mammoth seed and of good quality. The appearance of this seed gives seedmen the idea that crop reports have been wonderfully exaggerated. I think that when the first rush is over we will find there is not an overabundant crop. A decline always brings liquidation which is going on now. When the smoke has cleared away, and when the early seed has been

disposed of, the truth will be known. This is good weather for the medium grades which will come next, but we will find a short crop. When the real facts become known, we will find a very short crop in every county in Europe. A good crop in Chili has been used by the foreigner as a club to beat us, but when the truth about that crop is made public, we will find a shorter crop there than expected. If the market had taken a decline last week, we would now be having a good export demand, which is now very light. Buying now is of a domestic nature, based on orders which have been holding for a month or more. Seven dollars for clover seed is a good price, in fact it is a big price when Toledo seedmen have to hold over the winter. At \$7 farmers are doing hand-picking and that has a tendency to increase the quantity of the crop. The crop will without the slightest doubt be poor in all countries in Europe. You can look for a stronger demand for seed at advanced prices."—H. D.

Mixing Seeds to Produce Grades.

Seedsmen distinguish the two methods of producing grades as legitimate and illegitimate; even those seedsmen who knowingly sell adulterated seeds admit that such a course is not legitimate. On the other hand, mixing different grades is generally claimed by them to be proper, and, indeed, often necessary if the seedsmen is to sell at a price his customers are willing to pay. Mixing seeds of a high grade with screenings clearly lowers its quality, and this is evident to anyone who carefully examines the sample, but they argue that no intentional deception is practiced, altho the new grade may be well stocked with weed seeds. The seedsmen who adds adulterants has, however, a different object in view. He wishes to lower the cost of the seed to himself without injuring its appearance. Such seed is usually sold at a trifle below the market price of the grade for which it is offered, and is an injury to the legitimate trade as well as a fraud on the buyer. Adulterated seed is commonly offered on sample, but is sold usually to those not sufficiently informed to detect the deception.

The most frequent adulterant is yellow trefoil, a great deal of which has been imported into this country, some of it under the name of crimson clover. Most of this will doubtless be used to adulterate red clover seed, since the demand for trefoil seed is insignificant. The plant, altho a legume, is objectionable in clover fields because it occupies ground that could be more profitably given to the clover plant and because it does not mature with the clover. The seed so closely resembles that of red clover that as much as 30 per cent can be mixed with the latter without being detected on casual examination. It is greenish yellow in color, and is distinguished by a minute projection in the neighborhood of the scar that marks the point of attachment of the seed in the fruit. Another adulterant sometimes used is the seed of Hungarian grass. The small seeds are used which in size closely approximate the clover. The dark color also readily blends with high-grade clover seed and enables the unscrupulous seller to offer apparently good qualities at prices with which honest dealers can not compete.—A. J. Pieters, Division of Botany, U. S. Dept. of Agriculture.

A. J. Valentine of the Armour Grain Co. thinks that wheat is high enough.

Black Rust and How It Attacks the Wheat Plant.

In a recent letter to this Journal, Will Hays, Agriculturalist of the Minnesota Agricultural Experiment Station, says, during the last stages of its growth, just after the host plant is ripening, or possibly after it is ripe, wheats produce large quantities of black spores. These have rather thick walls and are adapted to living over winter. These may be seen on the standing stubble, on the surface of the straw stack and on standing stalks about the field.

In ways not yet well understood these spores get started in the spring, possibly on the spring grain; in winter wheat districts presumably the rust lives over winter in the leaves of the wheat plants. At any event the wheat fields are infested with the rust early in the season. During this period of growth of the grain crops the rust does not produce black spores but spores of a yellow color, possibly not adapted to living over winter. These spores are very small and are carried about by the wind. They fall upon the leaves of the grain, and if the surface of the grain is moist from dews or rains these germs sprout and the little thread-like growths from the little red spores find their way through the breathing pores of the leaves, thus gaining an entrance through the tissues of the plant.

The thread-like growths, called mycelium, push their way through the minute cells of the plant, feeding upon its substance. In ten or twelve days these little thread-like plants are ready with new bunches of spores, to burst open the skin of the plant and thus form new rust masses on the surface of the leaves. These spores are in little sacks which soon break open and scatter the crops of spores, which, in another ten or twelve days will have had time to pass through another life cycle and greatly multiply the rust spores.

The region in the Northwest which has been so badly stricken by the rust the past season has been unusually moist for three seasons. During this period no doubt the amount of rust in the fields, a large portion of which is planted to wheat, has been rapidly increasing. No doubt the infection covered every field early in the season with a multitude of rust spores. This season has again been moist and the spores of one generation have found moist leaf surfaces upon which to gain entrance into the host plants at once. The supplies of moisture have been so frequent that there was little delay in the rapid multiplication of this pest. By the time the wheat crop was in flower the rust had so multiplied as almost to overwhelm the rank growth of grain. There has been no extended periods of hot weather to assist seriously the rust in its injurious effect on the health of the wheat plants and they have ripened some grain in spite of the very severe attack.

An illustration may be taken from the human family. Place a large number of people in a damp, cool cellar, some of whom are infected with tuberculosis and the infection would soon spread and the vitality of the whole family of people would be reduced, making the cells and tissues of the lungs and other organs easily attacked by this great foe, the "white plague." Here the conditions favored the rapid spread of the disease as a result from the reduced vitality of the individual as well as from the multipli-

cation of the infection. In case of wheat in a moist season the infection is favored almost wholly by the presence of the moisture which assists the spores in germination of the surface on the leaves of the host plants.

The above illustration may be carried further. All recognize that some families easily succumb to tuberculosis, while other families resist this disease mightily. So it is in the wheats. We have found that under the conditions of climate and soil in Minnesota that some varieties, as Fife and Blue Stem wheats, do not readily succumb to the parasitic plant; while other varieties will be heavily rusted in any year when there is an ordinary amount of moisture.

The Minnesota Experiment Station has had years of experience in producing rust resistant varieties of wheat, oats and barleys. A number of varieties which yield more heavily per acre than the ordinary varieties grown have been produced. No doubt this is in part owing to their greater ability to resist the rust. Hundreds and even thousands of other varieties are coming forward and it is hoped that some of these will have greater power to resist this disease as well as to yield more value per acre.

To Make a Gasoline Strainer.

A gasoline strainer that can be made out of common pipe and fittings is shown in the engraving herewith, for which we are indebted to Popular Mechanics.



Gasoline Strainer.

Have a thread cut on each end of a common iron pipe 5 or 6 inches long and 1 inch in diameter. Get 2 caps to screw on the ends of the pipe. Drill a hole in the center of each cap and tap a thread to fit the pipe used in connecting up the pump with the engine.

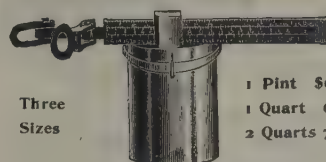
A piece of fine screen the same size as the inside of the cap is put in and held down by screwing in the pipe. Next fill the pipe with fine, clean gravel not larger than 1/16 of an inch. Place a second screen in position on top of the pipe and screw on the other cap, and the strainer is complete. Place the strainer between the pump and tank.

Chicken feed wheat will be abundant on this crop.

The Philippine imports of hay for the nine months prior to April 1 were 1,982 tons; compared with 1,184 tons during the corresponding period of the preceding season.

The AKRON IMPROVED GRAIN and SEED TESTER

Warranted true to the U. S. Standard Winchester Bushel.



1 Pint \$6.00
1 Quart 6.75
2 Quarts 7.50

Testers sent on approval to be returned at our expense, if not satisfactory.

A. S. GARMAN & SONS, Akron, O.

The F. R. MORRIS GRAIN DRIERS

stand at the head for perfect work. Do not install a high priced grain drier without investigating. Any capacity from 1,000 to 10,000 bushels per day to suit requirements can be furnished. A thorough investigation will convince anyone that the MORRIS DRIER is the only drier that will dry grain without injuring its natural luster or burning the fiber of the kernel, thereby causing it to break up in handling. This one fact alone demonstrates its superiority over all others.

The conditioners and coolers for grain getting slightly out of condition are a great addition to any elevator and where the moisture is not too great but where a large amount of excess moisture is present then the drier must be used. Do not delay until you have lost grain enough by deterioration to pay for a drier but make up your mind and order at once. Address,

F. R. MORRIS, Milwaukee, Wis.



BE SURE

To equip your Grain Elevator Building with our light self-lifting passenger lifts. Strong and substantially made.

INEXPENSIVE, QUICK.

No more work climbing stairs. Cost no more than stairways and take up one-quarter the room.

Correspondence invited.

SIDNEY ELEVATOR MFG. CO.

Sole Manufacturers - SIDNEY, OHIO

Grain Purifying

When properly done is the most profitable work in the elevator, and costs very little.

Must, Smut and Mold Odors, Water and Climatic Stains Removed, leaving grain clean in appearance and with natural aroma.

Every elevator is interested in this work, and you should write us by next mail for description and grain samples of work. Address

Caldwell & Barr

EARL PARK, INDIANA

Patents Granted

Gas Engine Starter. No. 768,506. Gustus S. Billman, Indianapolis, Ind.

Internal Combustion Engine. No. 768,110. Ludwig Bayer, Munich, Germany.

Governor for Gasoline Engines. No. 768,158. Daniel C. Stover, Freeport, Ill.

Gas Mixing Device for Gas Engines. No. 768,807. Ernst Korting, Hanover, Germany.

Starting Device for Explosion Motors. No. 768,374. Chas. R. B. Keetley, London, Eng.

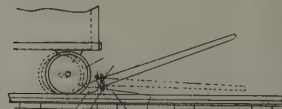
Vaporizer for Internal Combustion Engines. No. 768,436. Chas. J. Everett, New York, N. Y.

Speed Regulator for Explosive Engines. No. 768,866. Henry Soeldner, East Williamsburg, N. Y.

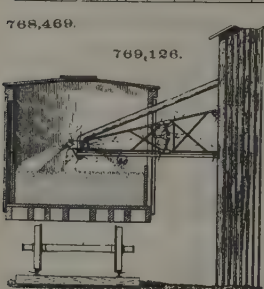
Electric Sparking Igniter for Explosive Engines. Lucius J. Phelps, Stoneham,



768,996



768,970.



768,469.

769,126.



Mass., assignor to Phelps Motor Vehicle Co., Stoneham.

Ignition Apparatus for Gas Engines. No. 768,793. Henry C. Folger, West Somerville, Mass., assignor to American Coil Co., Boston.

Starting Vaporizer for Explosive Engines. No. 768,641. Wm. W. Tuck, Richmond, Hill, Aug. Wassman, Halletts Point, and Abbot A. Low, Horseshoe, N. Y.

Conveyor. No. 768,976. (See cut.) Isaac Christ, Tamaqua, Pa. The flight attachment of the endless conveyor has a projection for the connection thereto for a carrier member, and a slot with an enlargement to permit the attachment of a headed attaching member.

Car Starter. No. 768,469. (see cut) Jay S. Linderman, Detroit, Mich., assignor of 2/3 to Alexander W. Beal and Stanley B. Smith, Detroit. The fulcrum plate has a serrated face bearing against the rail, and above a rounded fulcrum

over which fits a recess in the lever. A yoke astride of the lever embraces the fulcrum.

Conveyor. No. 768,296. (see cut) Staunton B. Peck, Chicago, Ill., assignor to the Link Belt Machinery Co., Chicago. When inverted the buckets travel thru a deep trough along which they pull their loads. Each bucket is provided with an opening at a considerable distance beyond the line of its attachment to the carrier, and shaped so as to retain its load when traveling in certain directions.

Apparatus for Loading Grain Cars. No. 769,126. (see cut) Edwin D. Adams and Andy C. Adams, Edgar, Neb., assignors of 1/3 to Aug. Seover, Edgar. The spout and distributor are supported on a bracket swinging from the wall of the elevator. The spout is flexible, and discharges the grain into the center of a horizontally rotating fan, which throws the grain in two directions thru openings in the casing. A belt drives the fan.

Books Received

THE PANAMA CANAL.—Five views of the Panama Canal, showing its geographical location, the present condition of the work, its profile and cross section, and how the canal will look when completed, are accurately depicted on a sheet 21x45 inches, drawn from data of the U. S. Government. This beautiful colored map is topographic, diagrammatic and illustrative, and will give the student a clear conception of this great engineering work. Published by E. J. Beverstock, Washington, D. C.

STATE DEMURRAGE RULES.—Compiled by John B. Daish. Covers the rules relating to demurrage, so-called reciprocal demurrage or delayage, which have been enacted by the legislatures of the several States or promulgated by commissions organized under state authority. It contains a digest in tabulated form of the demurrage rules, a copy of the South Carolina form for ordering cars and a list of the states in which adequate car facilities must be supplied. Price \$1.00. Grain Dealers Journal, Chicago.

THE NATIONAL HAY ASSOCIATION'S report of its Eleventh Annual Convention held in St. Louis last June is one of the most artistic productions the Association has yet issued. The report includes not only a stenographic report of the proceedings, and the work of the different committees, but also copy of its Charter, Constitution, Grades of Hay and a full list of its Membership, making a book of 240 pages. It is printed on a good quality of book paper and, be it said to the credit of the Association, that its value is not destroyed by being overburdened with advertising matter, in fact none is included. It is printed by the Pictorial Printing Co., of which C. H. Davis, formerly Editor of the National Hay Journal, is now superintendent. Copy can be obtained by addressing P. E. Goodrich, Winchester, Ind.

Philippine imports of breadstuffs prior to April 1, 1904, as reported by the bureau of insular affairs of the War Dept., included 59,583 bus. of wheat, corn, oats and barley, and 166,710 barrels of wheat flour; compared with 12,270 bus. grain and 143,369 barrels of flour during the corresponding period of 1902-3.

Supply Trade

A happy or fetching announcement or sign, well placed, will help matters.

Jeffrey Grab Buckets are handsomely illustrated in a pamphlet just issued by the Jeffrey Mfg. Co., of Columbus, O.

A. H. Richner of Crawfordsville, Ind., has made recent sales of Richner Grain Feeders to J. T. Thomasson, Nashville, Tenn., and Chas. McCafferty, Roxabell, O.

W. E. Smith, Chicago agent of the Richardson Scale Co., reports recent purchases of Richardson Automatic Scales by North Star Maltng Co., of Minneapolis; Northwestern Consolidated Mill Co., Minneapolis; Washburn-Crosby Co., Buffalo; Standard Milling Co., Clarksburg, W. Va.; Star & Crescent Mills, Chicago; The Albert Dickinson Co., Chicago; Illinois Steel Co., Chicago; C. Turner Co., Chicago; Nobbe Bros., Farmersville, Ill.; J. B. Walton & Sons, Champaign, Ill.; Indiana Milling Co., Terre Haute, Ind.; East St. Louis Cotton Oil Co., East St. Louis, Ill.; City of Chicago, nine scales; Pabst Brewing Co., Milwaukee, Wis.

What does the patron obtain who has diverted his money into a world's fair? Let us see: He fits up a booth in the fair at a cost of, say, \$200 to \$1,000; he employs an attendant to sit there and hand out printed matter, or to show goods. Take things as they go, and it seems doubtful that visitors have ever paid adequate attention to any such exhibit. The attendant's relatives and personal friends make the booth a rendezvous—that is, when they do not use the state buildings instead—otherwise the thing goes for almost nothing. World's fairs are usually annexes to the "Midway" and the "Pike." People have been overwhelmed with the sights of a whole world at once, and so flee toward amusement. It is more fun to see the thin man and his buxom sweetheart on the camel when the camel rises than it is to pass along almost endless aisles of "exhibits."—American Sugar Industry.

The business of the Maroa Mfg. Co., of Maroa, Ill., is expanding in a very flattering manner. While its car loading machinery has been well and favorably known in Illinois, it is only recently that the company has had any considerable orders from a distance. Latest sales of Boss Car Loaders include shipments to seven or eight states, to Jno. O'Donnell & Son, Stratton, Nebr.; Gold & Co., Big Stone City, S. Dak.; Rowell Elevator Co., Rowell, Ill.; C. C. Kerr, McClure, O.; Shellabarger Elevator Co., Beason, Ill.; Rogers Grain Co., Weldon, Ill.; A. B. Cohee & Co., Cutler, Ind.; Garmon & Moreland, Earlham, Ia.; Stephenson Bros., Olds, Ia.; Shaw & Binder, Colo., Ia.; T. J. Bloom & Son, North Madison, O.; W. G. Schneckloth, Gladbrook, Ia.; G. W. Piper, Yuton, Ill.; F. S. Davis, Marshfield, Ind.; R. E. Jones & Co., Cannon Falls, Minn.; Farmers Elevator Co., Sidney, Ill.; E. Barrett, Wellington, Kan.; D. M. Riggs, Lone Tree, Ia.; H. S. Barker, Frankfort Station, Ill.; Edwin Beggs, Maxwell, Ill.; Kelly Bros. & Co., Corwin, Kan., and Chamberlain Bros., N. Lewisburg, O.

Supreme Court Decisions

The burden of proof to establish a gaming transaction is on the person asserting illegality.—*Thompson v. Williamson*. Court of Chancery of New Jersey. 58 Atl. 602.

A common carrier is bound to receive and carry all the goods offered for transportation, subject to all the responsibilities incident to his employment; and is liable to an action in case of refusal.—*Galena & Chicago Union Ry. Co. v. Rae*. 18 Ill. 490.

It is not necessary that a defendant, who asserts that the contract sued on is a wagering contract, and unenforceable as such, give notice to the other party of his intention to repudiate the contract.—*Merrill v. Garver*. Supreme Court of Nebraska. 96 N. W. 619.

Where goods have been transferred from one carrier to another, the last carrier is bound to deliver the goods to the holder of the bill of lading issued by the first carrier.—*Grayson County Bank v. Nashville, C. & St. L. Ry.* Court of Civil Appeals of Texas. 79 S. W. 1092.

If the grain shipped was not delivered in Chicago in reasonable time, by fault of the company, the measure of damages was the difference in the value of the grain at Chicago when it was in fact delivered and what it would have been if delivered in the usual course of shipment.—*Railway Co. v. Henry*. 14 Ill. 156.

A provision in a fire insurance policy requiring the assured to keep a set of books, and produce them in case of loss, is not complied with by producing books kept by others for themselves, though showing the facts required to be shown by plaintiff's books.—*Rives v. Fire Assn. of Philadelphia*. Court of Civil Appeals of Texas. 77 S. W. 424.

Mortgagees of a crop of hops, whose mortgage is recorded, can rely on the notice conveyed by the record, and are not obliged in order to preserve their lien, to take immediate possession of the hops after they have been harvested and baled, but can allow them to remain in possession of the mortgagor.—*Zorn v. Livesley*. Supreme Court of Oregon. 75 Pac. 1057.

In the absence of statute, where parties submit a controversy to arbitration, the party defeated cannot appeal from the award. Where the circuit court had no jurisdiction of an appeal from an award filed in the court of a justice of the peace, the judgment of the circuit court on the award was void.—*Wilbourn v. Hurt*. Supreme Court of Alabama. 36 South. 768.

A telegraph company failing to transmit a message according to the terms of its contract is liable only for such damages as were or might reasonably have been considered within the contemplation of the parties when the contract was made as a result of a breach thereof.—*Western Union Telegraph Co. v. Mellor & Barnes*. Court of Civil Appeals of Texas. 76 S. W. 449.

Knowledge of an agent is imputable to the principal when the information relates to the business which the agent is carrying on for the principal; but where the agent commits an independent fraud

for his own benefit, designedly against his principal, and it is essential to the carrying out of the fraud that he should conceal the real facts from his principal, the presumption of notice is destroyed, and the inference is rather that no communication was made.—*Camden Safe Deposit & Trust Co. v. Lord*. Court of Chancery of New Jersey. 58 Atl. 607.

On an issue whether a contract for the purchase of 20,000 bushels of wheat was a wagering contract, evidence that the alleged purchaser was not a miller or dealer in grain, and had no use for or means of handling the grain purported to be purchased, that he was an electrical engineer of small means, and that the alleged seller had reason to know that he had no property or means to enable him to meet the purchase price of such an amount of grain, or any reasonable proportion thereof, is admissible.—*Merrill v. Garver*. Supreme Court of Nebraska. 96 N. W. 619.

Complainants sued one of their customers in New York for a balance alleged to be due on account for the purchase and sale of stock as brokers. The customer appeared and answered, but did not specially set up that the claim was based on a gaming transaction. Complainants obtained judgment, and sued on it in New Jersey, again obtained judgment, and filed their bill in equity to set aside conveyances of the debtor's property, alleged to have been fraudulent as against them. Held that, in the absence of proof of the laws of New York, the presumption is that the common-law rule, making a judgment conclusive between the parties, prevails in New York, so that the defense of gaming transaction was not open to the debtor.—*Thompson v. Williamson*. Court of Chancery of New Jersey. 58 Atl. 602.

The suit of the assignee of the Bird & Miller Grain Co., of Kansas City, Mo., to recover \$15,000 from Messmore, Gannett & Co., of St. Louis, which was begun in 1898, was finally decided by the supreme court of Missouri June 14. The judgment obtained by the assignee for \$6,835, in the lower court, has been reversed. Starting with \$450 capital in January, 1897, Steele M. Bird and Frank L. Miller transacted an increasing business until the failure of the firm just one year later with \$30,000 liabilities. During 6 months they shipped 750 cars of grain to Messmore, Gannett & Co., to be sold on consignment at a commission of 1/2 cent per bu. The difference was due principally to a rebate of 4 cents per bu. which the Wabash Railroad paid to Messmore, Gannett & Co. on all grain so shipped, amounting to \$12,029. The supreme court held that the assignee had no right to maintain the suit.—82 S. W. 115.

Little Henry's Slate.

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OF ME4 ZOW2 THARE
WILD OTE2 TRYIN TO
CORNER DOLLAR WHEET

—From Chicago Tribune.



Cover's Dust Protectors

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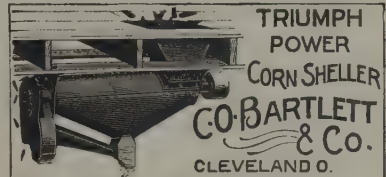
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moves any size car, loaded or empty, with ease, under any ordinary condition. Works under the brake beam. Shipped promptly to responsible parties on 30 days' trial. Never had one returned. No elevator equipment complete without one.

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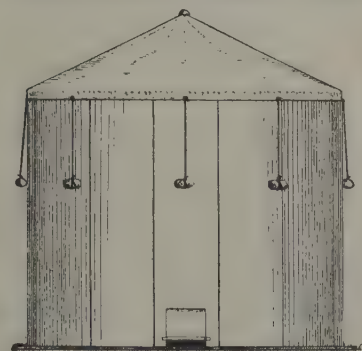
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800 to 2,000 Bushels Capacity.

Can be set up or taken down in a few minutes. May be set under the elevator of a machine. A handy Bin for either farmer or grain dealer. Furnished with or without floor and waterproof cover with ventilator. We also manufacture Corn Cribbs and Wire Fence. Catalogue free.

THE DENNING FENCE WORKS

Cedar Rapids, Iowa

Prices Established by Corners not Legal Basis for Settlement.

The long delayed decision by Judge Chytraus in the July oats deal of 1902, which has been impatiently awaited by traders and by commission merchants who have had \$400,000 in margins tied up for two years, was finally rendered Sept. 3.

Judge Chytraus' former ruling in the same case, which was affirmed by the Appellate Court, disposed of the contention that by becoming members of the Board of Trade the "shorts" waived their right under the constitution of the state and of the United States to apply for relief in any court, and vested in the committee of three exclusively the power to pass on the controversy. Members have the right to repudiate their agreement to submit to such arbitration.

It only remained for Judge Chytraus to decide the settlement price of the defaulted contracts; and while making his deductions from the evidence presented the judge has seen fit to comment adversely on the rules of the Board of Trade governing pit transactions. From the voluminous evidence presented on both sides of the controversy Judge Chytraus has prepared a decision so enriched by wealth of detail and thorough understanding of Board of Trade technicalities that it will no doubt have a potent influence in curbing the greed of the manipulator.

The Chicago Board of Trade is interested in this case only so far as its rules are involved, and will welcome an appeal to the Appellate Court with the hope that the validity of its margin rule will be sustained.

The bill of complaint was filed in the Superior Court Aug. 15, 1902, and was subsequently amended. The suit is in chancery, and is entitled *Waite, Thorburn & Co., v. A. Duncan Pacaud, Wm. S. Warren, Pres. of the Board of Trade, and the Bank of Montreal*. All the parties are members of the Board of Trade; and the Bank of Montreal is the depository of the margins. Besides Mr. Pacaud there are numerous other defendants.

W., T. & Co. sold Pacaud in May, 1902, 5,000 bus. standard and 5,000 bus. No. 2 old style oats at 37 and 34½ cents, respectively, for delivery in July. Margins of \$2,350 were deposited in the bank, to be paid out when the duplicate certificates were signed by both parties or by the Pres. of the Board of Trade. Pres. Warren was made a party to the suit to prevent his endorsing the certificates for payment to Pacaud. On Waite, T. & Co.'s failure to deliver Pacaud had three courses open to him: To consider the contract forfeited; buy on the market by 1:15 next day; or require settlement at the average price on the day of maturity. He chose the latter. In court W., T. & Co. offered to deliver or pay damages set by the court, their contention being for 38 for standard and 30 cents for No. 2 oats. Pacaud demanded the average price of July 31, 64 and 48 cents. W., T. & Co. refused to submit to arbitration by committee of three and denied its power. In this W., T. & Co. were sustained by the Appellate Court. They enjoined payment of the margin by the bank.

The artificial limitations and restrictions on the pit trade were shown by the evidence, Judge Chytraus noting that the oats in only 22 of the 52 elevators in Chicago could be applied on pit contracts.

I. P. Rumsey testified, regarding the grade of No. 1 white oats, "They are a farce; there are no No. 1 white oats and no No. 1 oats."

Judge Chytraus asks:

"What is the difference between No. 3 white oats, which is not a contract grade and therefore not deliverable in satisfaction of sales in the pit, and the standard oats, according to the rules of the Board made a contract grade and therefore so deliverable? Is it to be left to the whim or caprice of some particular deputy inspector whether a particular cargo of oats ¾ white, weighing 28 pounds to the measured bushel and not sufficiently sound and clean for No. 2, but not 'damp, badly damaged or musty, or for any other cause unfit for No. 3' so as to require to be graded No. 4, shall be graded No. 3 white or standard?"

Geo. E. Marcy of the Armour Grain Co. testified that the market for contract grain, meaning the market in the pit, is not any indication of the value on the same day, of the same grain for actual use for consumptive purposes. Judge Chytraus said:

"The fact that the grading under the Board of Trade rules is—to a large extent at least—local to pit transactions, makes the artificial restrictions more obnoxious."

"Clearly the 'cash crowd' at the sample tables merely display their common sense or act upon compulsion of natural laws when they disregard such rules (of grading) and do their trading by sample."

"When in sales made in the same room there is such a wide discrepancy as between the prices of 40 and 64 cents, one price or the other must be artificial if not fictitious. It is a real but an artificial price, and such a price that no court, when fully apprised of the artificial conditions surrounding the sale, would permit it to establish the market value of an article."

"Speculation in grain when legitimately carried on is not unlawful and is often beneficial. It is not intended hereby to generally condemn the Board of Trade, for the Board is an institution very beneficial not only to Chicago, but to the entire grain country surrounding and tributary to Chicago. It affords a ready market for the grain, makes grain as staple as and practically the equivalent of gold, tends to level prices, equalizes under-production and overproduction, and generally speaking, brings the producer and consumer together. Without it the farmer would, indeed, miss it, and without it Chicago would miss much of its world trade. But 'corners' are not beneficial, for thru them one or two may benefit, but the many may suffer wreck and ruin."

"Honest speculation upon natural causes, that may occasion a certain commodity to rise or fall in the market, is perfectly proper and legitimate, but when by the use of money or artificial means in a particular artificially restricted market, the price of such commodity is inflated beyond its actual worth or value, then a loser has a right to complain, both legally and morally."

"In law we must consider that price as the market price which a commodity commands in the general and open market and not that price which the commodity may command in a circumscribed and limited market, such as the oat pit in a Merchants Exchange, where none can buy or sell except those who are members and when of a particular kind of grain, all of a like quality, and physically equally generally available, is not accepted. A price when so established in the oat pit and abnorm-

ally high is not a speculative price; a speculative—the term being used in its fair sense—is a legitimate price."

"The parties, and the Board of Trade, that enacted the rule as well, must be held to have contemplated a natural market price and not an artificial one. If the rule had read 'The purchaser may require a settlement with the seller at the average of a market price artificially created on the day of maturity of the contract' the courts would upon the first application have held such rule unlawful; and such supposed rule could only have been formulated for gambling purposes. As the rule is, this court holds it to be unlawful, but construes it to refer to a natural market price."

"If a cornered or stalled condition of the pit market is proven, it is immaterial who created it. Defendant Pacaud can not obtain compensation at a corner or artificial price of oats."

"In my judgment the oats there dealt in were stalled. The natural supply was cut off by restrictive rules and regulations. A price created under those circumstances is artificial and not the natural market price of the commodity involved."

"None of the several customs, rules, regulations and restrictions was in and by itself unlawful, but the effect of the combined operation thereof was to create on the particular delivery day for the particular commodities in question such a condition that prices arising by reason of trades in the pit on that day were artificial and not natural market prices; that there were numerous actual and bona fide transactions in the commodities involved, at the sample tables on the Board of Trade in Chicago on July 31, 1902, which created the prices of 42½ cents and 33 cents per bushel for standard and No. 2 oats respectively; that such last transactions were on the Board of Trade in Chicago in a free, open, unobstructed public market, not in anywise forced, buoyed or restricted so as to affect the quantity of supply or demand * * * and according to the terms of the contract * * * the complainant must compensate defendant Pacaud for failure to deliver, at the average market price of the lawful market on the Board of Trade on July 31, viz.: 42½ cents per bu. for standard and 33 cents per bu. for No. 2 oats."

The court passed the same opinion on all the defendants; and the attorneys were given leave to prepare their decrees accordingly in all the cases. The decrees will be entered as of the September term in order to go to the October term of the Appellate Court.

Rice mills charge 40 cents toll per bag for milling. The toll miller also sells the rice for the farmer, and as his only interest is to get the 40 cents, the effect is to demoralize the rice market.

During the late boom in wheat that cereal sold higher in Chicago than in Liverpool. The old fallacy, that Liverpool makes the price of wheat for American farmers, seems to be thoroly exploded.

E. W. Wagner has been remarkably correct in his opinion of the wheat market as expressed in his daily letters during the past month. While Mr. Wagner has been consistently bullish on wheat from 80 cents and even above a dollar his forecasts of the fall or rise of the market have invariably been verified by the course of prices within 24 or 48 hours following.

Stock Companies Clamoring for Higher Rates.

We are confronted on all sides with evidence that the public is very much exercised by the present rates of fire insurance, and that all sorts of proposals are pending to obtain relief. The organization of mutual offices and inter-insurance associations appear to be the only active forms which have thus far taken shape. The underwriters, on the other hand, are clamoring for higher rates. With the public clamoring at the same time for lower rates, there is bound to be a clash, and our sober-minded underwriters are wondering whether a new advance now will not bring anti-compact legislation upon their heads.—Insurance Monitor.

Concrete in the Baltimore Fire.

Concrete gave an excellent account of itself in the Baltimore fire. It is not equal to brickwork, nor as good as hollow tiles would be, if they were always of good porous materials, at least 1½ inches thick; but it is better than any commercial form of hollow tile, and better than the best plaster of Paris compositions. It calcines to some extent and spalls at square corners. All salient corners should be rounded and an allowance of at least an inch in thickness should be made for calcining. If this were done, it would be good for a number of severe fires without other repairs than plastering.

It has been urged that the condition of certain cinder-concrete partitions and filling between floor sleepers at Baltimore proves this material to be utterly worthless. The fact is that this concrete was probably worthless from the beginning, as any one knows who has seen the average cinder-concrete gang at work. Cinder concrete, well made from clinkers and ashes and free of combustible matter, is one of the best fire-resisting materials we have. But it is not safe to indorse cinder concrete in general terms, because so much worthless

trash is paraded under this name. Broken bricks, broken slag, gravel and broken stone, all made good fire-resisting concretes, the stone being the least desirable. —From an address by Capt. John Stephen Sewell, U. S. A.

Spontaneous Combustion of Corn Germs.

The storage of corn germs, in distilleries and starch works, making corn oil as a by-product, is important as a fire hazard if it is done to any extent. These germs in bulk are subject to spontaneous heating which may proceed far enough to result in actual ignition. Even if fire does not ensue, the stock may be badly damaged, although, in adjusting losses upon it, the fact should be borne in mind that heating almost to the point of browning is carried on artificially, in the production of oil, so as to facilitate the exudation of the oil from the meal.

One of our readers has been good enough to forward samples showing the effect upon the germ of spontaneous heating in various stages. The first sample shows the raw germ or "eyes" in bulk, these resembling coarsely broken up corn itself. A second sample shows the above after heating had set in and resembles broken coffee grains in color and consistency. Another shows the cake-meal in a slightly brown state and the fourth, the same so charred as to be a useless black spongy mass. The browned masses would appear to be susceptible of reheating and treatment in the usual way.—S. H. Lockett, in The Survey.

The option trade is changing over from December to May future unusually early in the season. Transactions in the May wheat now are very heavy, tho the maturity of that option is 9 months distant. With the May option at a premium over the near months hedgers and shorts are not tempted to sell the December, January or March deliveries.

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ers have found our proposi-
tion the most profitable to
them for the present and the
future. Others can join by
writing to the

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C. A. McCotter, Sec'y.

Pessimism on the Kaw.

For years gone by,
When fields were dry,
And rain forgot to fall,
The Kansas man
With crops began
To cry, "Drought's killed 'em all."

But now, when'er
Dark clouds appear,
He wails, "Woe unto me;
Floods sure will rise
About the size
of those of nineteen-three."

—Henry Wood in Browning, King & Co.'s
Monthly.

Air Circuit Applied to the Grain Separator.

Grain separators necessarily have to take in a small amount of air with the grain, and hence it is not practicable to build a strictly air-tight machine. The fact that such a machine will require only half as much power to operate makes the air-circuit separator valuable in comparison with the ordinary cleaning machine blowing to a dust collector.

The air entering the machine with the grain, in a strictly air-circuit machine would have to escape with the grain, carrying with it a certain amount of the lightest dust and leave the grain in a dusty condition, as well as give the machine a tendency to discharge dust at every point not absolutely tight.

By providing ample outlet for the surplus air, even to the extent of causing the fan to draw air in thru all discharges and other points where dust is liable to escape from the machine, the manufacturers of Barnard's Perfected Air-Circuit Separator, which is illustrated in the engraving herewith, have made the machine practically dustless, at the same time keeping the air under such control that the dust, screenings and grain are deposited separately and can be easily taken care of. The speed of the fan is much less than in a machine having a separate dust

collector, since the air going to the fan is assisted by the air coming from it. This makes the air separations very powerful.

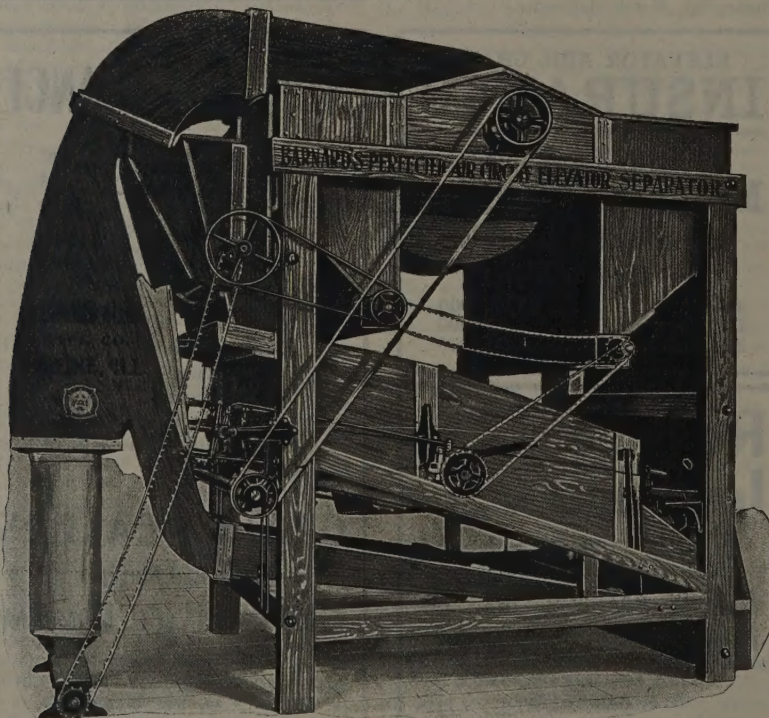
Everything drawn out of the grain is saved in the screenings chambers.

Every inch of the sieve in this machine is thoroughly cleaned several times a minute by a new and superior device, the brushes of which are under the sieve and lift the trash out of the holes and cause it to tail over instead of assisting it to pass thru with the grain. The perfect cleaning of the sieve enables the operator to carry the load well down toward the discharge end of the sieve, and as the trash will always rise or float to the top of a body of grain that is being agitated it will be carried down to the tail of the sieve before it has an opportunity to pass thru. This feature gives the machine large capacity with fine perforations. The brushes being only 8 inches apart under the entire length keep the perforated metal from sagging. The device obviates the necessity of cleaning the sieve by hand with a stick, removing one great cause of wear.

The bearings and all wearing parts are outside of the shoe, saving them from damage by grit and dust in the grain and making them easy of access for adjustment or oiling.

All the sieves are adjustable. When constructed for use as a receiver it has only one grain sieve and a seed screen. Additional information regarding this machine can be obtained by writing the manufacturers, the Barnard & Leas Mfg. Co.

The receiver of the four Lloyds operated by Farmer & Thompson of Chicago reports that the loss claims alone amount to \$112,000. Claims for unearned premiums are heavy. The assets are about \$3,000. Suits have been brot against the underwriters, who claim they are not liable for any of the obligations.



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The tables show the following reductions:
Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

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